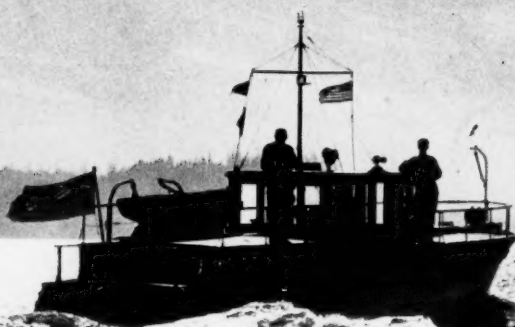


PACIFIC MOTOR BOAT

JANUARY-1950

35 Cents



In This Issue

5500 Miles to Great Slave Lake • Cruising Mexico's Wild Waters
Paco—"Boat-of-the-Month" • Cruising Lake Bonneville • New Boat Plans



Sit up and say aah

That's just what you'll do when you keep regular appointments with Doc Mobil Marine. You'll appreciate the personal interest in your boat's fuel and lubrication problems...sound advice on maintenance ...and real concern about the servicing details that count so much with sea-going people.

You'll get better performance from your boat too—with a prescription of famous Mobil and Gargoyle marine products. Specially designed for marine use, they are recommended by the names you know in boats and marine engines.

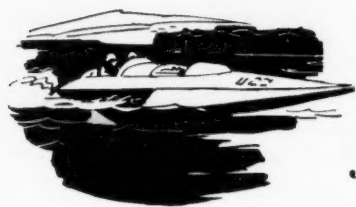
For service you're sure of and products that really perform, come alongside at the sign of the Flying Red Horse.

**Drop in at your
Mobil Marine
Station for free
cruising guides**



General Petroleum Corporation

serving the West since the start of the century



*for a full season of
dependable motorboating
in 1950*



MORE BOATS WILL BE EQUIPPED WITH DEPENDABLE CHAMPION SPARK PLUGS THAN ALL OTHER MAKES COMBINED!



The championship performance of Champion Spark Plugs in marine engines—as in all others—is a matter of unmatched record. Champion-equipped boats won every major racing event in 1949 as well as hundreds of lesser events. This is your assurance that your boat will perform more powerfully and economically with dependable Champions whenever you call upon it. Always specify Champions by name whenever new spark plugs are needed.



FOLLOW THE EXPERTS

SPECIFY AMERICA'S FAVORITE SPARK PLUGS FOR YOUR BOAT AND CAR

CHAMPION SPARK PLUG COMPANY, TOLEDO 1, OHIO

Listen to the CHAMPION ROLL CALL . . . Harry Wismer's fast sportscast every Friday night, over the ABC network

January 1950

PACIFIC MOTOR BOAT

1



40' HUNTER 3 CABIN

Completely equipped, including toilet room, dinette, 6 berths, lights, anchor, lines, etc.. Twin Chrysler Crowns, 115 H.P. each. Speed 22 M.P.H. Price \$17,900*

OTHER MODELS

28' Sport Model	\$ 5,625*
28' Two Cabin	5,975*
34' Single Screw	9,900*
34' Twin Screw	12,000*

*All prices in the water Suisun, Calif.

HUNTER BOAT CORPORATION

P.O. Box 308, Suisun City, Calif.

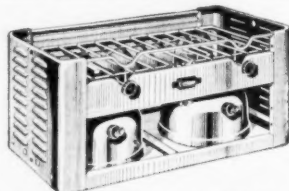
Phone: Suisun 300

MODERN BOAT ACCESSORIES

That Add to the Efficiency, Economy and Ease of Your Boat's Operations

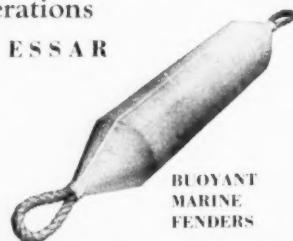
NEW COLEMAN KEROSENE 2-BURNER STOVES

Instant lighting. Full heat in 2 minutes. Quick regulation. Burners removable for use as individual units.



Corrosion resistant finish. Size: 21 1/2" x 12 1/2" x 9 3/8". Ideal for marine use, with galley rails front and back and pot holders (extra equipment) to fit most utensils. Approved by underwriters.

ESSAR



BUOYANT
MARINE
FENDERS

White rubber skin, easier to clean, seamless, does not pick up dirt, resists barnacles, prevents waterlogging. Lighter, more buoyant, stays new looking longer. Three sizes to choose from.

We Manufacture

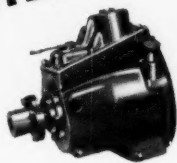
ANYTHING MADE OF CANVAS

COLUMBIAN ELECTRIC CAPSTANS
AQUA ELECTRIC MARINE PUMPS
GODFREY CORROSION COLLARS
FLEXROTOR—PUMP OF MANY USES



Established in 1882

whether you prefer
HYDRAULIC



or **MANUAL**



TRANSMISSIONS

insist on
PARAGON
for Full Power
performance

Paragon manufactures both touch-control hydraulic transmissions and standard manually operated transmissions. Whichever type you order — make sure you specify PARAGON.

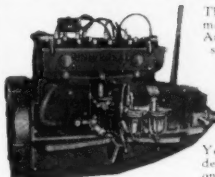
Paragon hydraulic or manual gear assemblies assure the same full power performance that has made the half century-old Paragon name famous in the marine field.

PARAGON GEAR WORKS, INC.
TAUNTON, MASS.

Paragon
REVERSE AND
REDUCTION GEARS

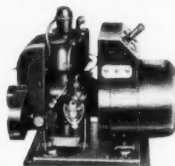
Hits WITH WESTERN SKIPPERS!

Universal Atomic Four

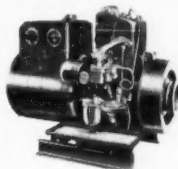


The most talked about marine motor today — the amazing Atomic Four packs 25 quiet, smooth horsepower in a mere 26 inches! Think of the extra room it means in small cruisers, auxiliaries, runabouts! And it's Universal 100% marine designed — built for the sea, not converted for it. You'll praise its downright dependability, surprising economy.

Universal True-Marine Water-Cooled Lighting Plants



Universal 300 watt water-cooled true-marine Lighting Plant



Universal 1200 watt model; others in 600, 750 and 2000 watts

Now you can enjoy all the electricity you want. Here is a whole new series of Universal small water-cooled (cuts insurance costs) lighting plants for safe, sure installation anywhere below deck. They are smooth, unbelievably economical. Models from 100 to 2000 watts, 6, 12, 32 volts. And at prices you'll like.

Universals are Preferred By Seasoned Boatmen!

Every model in the complete Universal line is a genuine marine motor—guaranteed not to be "converted." This means the countless special requirements for marine service have been met by design—not by afterthought. The longer, more trustworthy service of Universal 100% marine motors have made them preferred for repowering by experienced boatmen the world over.

SEND FOR LITERATURE!
Above All — Dependable

Universal
100% MARINE
MOTORS

Universal Motor Co.

347 Universal Drive, Oshkosh, Wisconsin

THE WORLD'S LARGEST BUILDER
OF 100% MARINE MOTORS

See them at your Universal Dealer

Seattle—Pacific Marine Supply Co. San Francisco—Thomas A. Short Co. Los Angeles—Shepherd Diesel Marine. San Diego—Shepherd Diesel Marine. Honolulu—McWayne Marine Supply Co. Prince Rupert—Edward Lipsett, Ltd. Vancouver—Edward Lipsett, Ltd. Victoria—Edward Lipsett, Ltd.

SEE THEM NOW AT YOUR UNIVERSAL DEALER

Dear Reader

Mockery at Quilcene

A clear example of the authoritarian state in action has been exhibited during recent weeks. The villain of the piece this time was the U.S. Navy working in collusion with the Corps of Engineers, U.S. Army. The plot was a familiar theme—the seizure of more navigable waters on the Pacific Coast for the occasional use of the military.

Two restricted areas in the popular cruising waters of scenic Hood Canal, a seaway connecting with Puget Sound in the state of Washington, may be added adjacent to the Navy's expanding waterfront properties along its shores, as the result of recent hearings at Quilcene, Washington.

After studying the evidence presented at the hearing and reading the hundreds of letters protesting the proposed action, Col. E. C. Itschner, district engineer, Corps of Engineers, has recently announced that his office has recommended that the Navy's request be granted. A final decision is expected from the office of the Secretary of the Army. In this lies the only faint hope that this arbitrary order be rescinded.

The meeting at Quilcene was a mockery. As provided for under law, the Corps of Engineers, who seem to have jurisdiction over all navigable waters within the boundaries of the United States, called a meeting to learn the pleasure of the local citizens in regard to the two proposed restricted areas.

Never has such a hornet's nest of opposition been stirred up in any of the recent local hearings held by the Corps of Engineers. The residents of Quilcene were almost 100 per cent against the two restricted areas. They had wide outside support except from the employees of the naval torpedo station at Poulsbo who were worried about being dropped from the naval payroll.

The reasons given for their opposition fell into two main categories and were expressed fully at the hearings, in petitions bearing hundreds of names, and scores of letters.

One such classification included protests because many boat operators sincerely felt that the Navy in dropping torpedoes from airplanes would interfere with the necessary boat use of that area. Loggers

pointed out that the restricted area at Dabob Bay included booming grounds, involving tug operations. Fishermen argued that important oyster and shrimp areas were included.

Other boat owners pointed out that sport fishing and operation of pleasure craft would be discouraged. Passage through the restricted areas will be afforded only by narrow channels skirting the shore, unrealistic for sailing craft at all times, and for all other vessels except in calm, clear weather.

The protestants who felt that navigation would be seriously affected included not only local residents but many from the nearby metropolitan areas on Puget Sound including several yacht clubs and the Seattle Power Squadron.

Another broad classification of protests were principally from property holders, who pointed out that property values worth millions of dollars were destroyed by the Navy's intrusion into a resort area adjacent to the Olympic National Park.

The Corps of Engineers has no jurisdiction over matters not involving navigation, and the protests of this latter group were thrown out, not because they had no merit, but because the particular bureaucracy involved could pass the buck, an art in military circles.

Regarding the weight of arguments from organizations and individuals who felt that navigation within Hood Canal would be affected, this received the gentle "poo poo" treatment.

Colonel Itschner's statement pointed out it was the belief of the Corps of Engineers that the Navy's activities in this area would not seriously impede navigation in either the main channel of Hood Canal nor in nearby Dabob Bay. No torpedoes will be dropped until any boats in the vicinity are warned away by a naval vessel flying a red (Baker) flag.

The illogic of this statement is typical of the failure of the military mind to grasp the civilian point of view. No one was worried about torpedoes actually being dropped on his boat. The main concern was the fact that one of the most beautiful and unspoiled salt waterways in the Pacific Coast of the United States is threatened by a partial naval blockade. There are already hundreds if not thousands of square

miles of naval restricted areas already existing on the West Coast, much of which sees only occasional use for naval exercises.

Looking back, it is clearly evident that the Navy, in making its original demands, which later were only slightly modified, did not take into consideration the importance or the manner of civilian use of the waters of Hood Canal or the rights of property holders in this area.

Neither the Navy or the Corps of Engineers, who should know better, seemed to have a clear idea what is a navigably useful channel or the nature of the civilian marine activities.

This battle of Hood Canal, which is shaping up to another great naval victory, is of more than local importance. It is an incident of the basic struggle along the entire Pacific Coast for use and control of inland waterways and harbors. In the last few years, with a greed far exceeding necessity, the military has appropriated, seized, and condemned vast areas of valuable waterfront.

In the contest at Quilcene, there was arrayed against the military only a loosely-organized local group headed by Major T. E. Danielsen of Quilcene. On the opposing side were strongly-entrenched bureaucratic forces with unlimited funds of taxpayers' dollars at their disposal.

As the population of the Coastal states grows there will be increasing incidents of this kind.

Fortunately, there is a solution whereby the yachtsmen and small boat operators can effectively protect their interests. The solution is not an easy one, but it can be accomplished through a joint action of the entire boat-owning population and Western marine industry. Such a group will have the power and the prestige to call for a coherent development of the Western waterways for small boat use. If necessary, they can strike at the Achilles heel of the military—their congressional appropriations—in order to forestall them from acting contrary to public interest.

Such a start has already been made with the Pacific Marine Parks and Harbors Association in February, 1949. Here is the type of organization that can really accomplish a lot of good if it gets strong coastwise support. The ultimate goal is to develop a master marine program for a reasonable utilization of Pacific Coast harbors and waterways.

FOR SALE CANADA'S BOAT of the YEAR

FOR SALE AT SUBSTANTIAL
REDUCTION FROM ACTUAL COST



FLYING BRIDGE
TWIN PACKARDS
FRIGIDAIRE
HYDRAULIC
STEERING
and CLUTCH
AUTOMATIC
PILOT
PRIVATE
STATEROOM

*Further
Particulars
on Request*

Attention Americans TAKE ADVANTAGE OF THE EXCHANGE RATES!

Usual Courtesy to Brokers

Mr. Howe, 141 Hawks Ave.,

Vancouver, B. C., Canada

Phone: Hastings 4557

Please Him WITH A **Boating BOOK**

FROM
PACIFIC MOTOR BOAT'S
BOOK SHELF

A Large Selection of Fine Books

Captain Paul	\$3.00
Cruising Guide to N.E. Coast	6.00
Cruising North America	3.50
Elements of Yacht Design	4.00
Fishing in Pacific Waters	1.00
Glossary of Sea Terms	3.50
Guide to Boat Handling	2.00
Hell on Ice	3.50
How to Sail	1.00
How to Fish	1.00
Introduction to Seamanship	2.50
"Jottings from a Cruise"	3.50
Men Under the Sea	3.00
On the Bottom	3.00
Sailing to the Sun	3.00
Small Boat Navigation	1.25
The Coastwise Navigator	2.00
Yacht Alice	3.00

COASTWISE NAVIGATION by Warwick Tompkins. Just the book for the cruising man whose boating is done chiefly on inland waters and who must know the essentials of piloting. Fully illustrated. \$2.00.

YACHTS, THEIR CARE AND HANDLING by W. Moore. All there is to know about the handling and care of a yacht. Fully illustrated. \$3.50.

SMALL BOAT ENGINES by Conrad Miller. A new book which will become the standard work on all types of modern small boat engines. Fully illustrated and simply written. \$3.00.

LEARNING TO CRUISE.

LEARNING TO SAIL.

LEARNING TO RACE. \$2.50 each.

SMALL BOAT BUILDING by Edwin Monk. How to build sixteen small boats, from a dinghy to a sizeable sailing craft. A foreword gives general pointers on building. \$5.00.

OFFSHORE NAVIGATION by Warwick Tompkins. An up-to-date and dependable treatise on navigation, told in simple language and with ample illustrations. Explains the latest government methods. \$2.00.

GALLEY GRUB by the Women's Auxiliary of the Seattle Power Squadron. Here's a sea-going cook book that every cruising man or woman has looked for at one time or another. Contains unusual and tasty recipes that help make every meal afloat "special." \$2.00.

PACIFIC MOTOR BOAT, 71 Columbia St., Seattle 4, Wn.

Yearly subscription to PMB \$2.50 (regular price \$3.00) with purchase of any of these books.

Please send me (the titles checked):

Enter My Subscription

Name

Address

City

State

☐ Please Bill Me

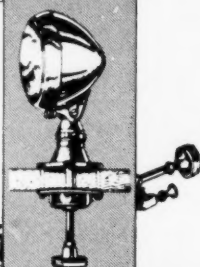
☐ Check Enc.

ARNOLT IVALITE SPOTLIGHT...



The **ONLY** Spotlight with
SEALED BEAM AND REMOTE CONTROL
(ALSO DIRECT CONTROL)
Builder of **ARNOLT SEA-MITE MARINE ENGINES**

SEND FOR FREE LITERATURE



ARNOLT MOTOR DIVISION—ARNOLT CORPORATION—WARSAW, INDIANA



Get the facts about Ship Telephone Service from this free booklet

Find out how you can enjoy radiotelephone service on your craft. This free booklet gives full information on the ship-to-ship... ship-to-shore facilities that mean less worry, extra freedom, to all who sail the seas. Call or write a Pacific Telephone Business Office in the nearest principal port city.

Keep in touch... use Ship Telephone Service



The *Pacific Telephone* and Telegraph Company

IF YOU LIVE IN THE WEST...

If you fish, cruise, race, or build boats, PMB is edited for you—for your special use.

P

Planned and edited exclusively for Pacific Coast boat owners and operators, PMB shapes boating information to fit Pacific Coast needs.

M

Monthly features present the latest developments in equipment and new construction for both pleasure craft and work boats.

B

Better cruising, better fishing, better all-round boat operation and appearance are yours with each copy of **PACIFIC MOTOR BOAT**.

SUBSCRIPTION INCLUDES
ANNUAL PILOT HOUSE HANDBOOK

1 Year—\$3.00 2 Years—\$4.50
3 Years—\$6.00

USE ENCLOSED POSTPAID REPLY CARD

DISTRIBUTORS

Willard Marine Batteries

Next time you need batteries, remember that you pay no more for Willards. And their longer life and freedom from trouble makes Willards cost less per year to own!

FREMONT ELECTRIC CO.

Power and Light for Marine and Stationary Installations

744 N. 34th St., EV 2323
MAIN STORE

SEATTLE

132 Spokane St., SE 7984
SOUTH END STORE



PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

JANUARY, 1950

Vol. 42

No. 1



President
MILLER FREEMAN

Manager
LAWRENCE K. SMITH

Circulation Manager
MILLER FREEMAN, JR.

Editor
LAURENCE E. MUNZ

Executive Editor
DANIEL L. PRATT

Assistant Editor
LEO LIVINGSTON

ASSOCIATE EDITORS
So. California No. California Canada
A. W. PONSFORD STUART F. LEETE CHAS. L. SHAW

Publishing Office

SEATTLE 4 71 Columbia MA. 1626

SAN FRANCISCO 5 121 Second Street, GARfield 1-5887
LOS ANGELES 13 124 West Fourth St., MUtual 8194
WILMINGTON 315 No. Avalon Blvd., TErm. 4-4538
VANCOUVER, B. C. Royal Bank of Can. Bldg., MArine 1520
PORTLAND 4 534 S. W. Third Ave., BEacon 6348

IN THIS ISSUE

5500 Miles to Great Slave Lake!	11
Cruising Mexican Waters—Part 1	13
Acapulco—Sailfishing Paradise	17
Lillian D. Foss—Oldest West Coast Yacht?	19
Region 11 Outboarding Review	21
Paco—Boat-of-the-Month	22
Hank Tries a 'Toro	24
Lake Bonneville—Cruising Mecca	25
Southern California Speedboating	26
Among the Bread-Earners	29
Suzy—Deluxe Deep Sea Troller	45

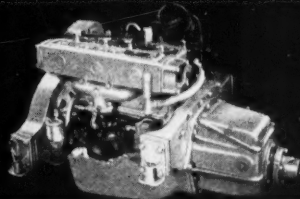
Pleasure and Commercial Boat Plans

THE COVER—Sunset on Puget Sound—

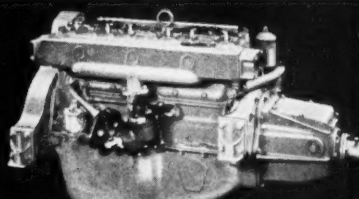
Homeward bound following the running of the second annual Inter-Club Championship Cruiser Race is the Aileen, owned by G. H. Patton of the Nanaimo Yacht Club. The cruiser was winner of the 1949 Alaska Race, sponsored by the International Power Boat Association.—Ray Krantz photo.

WORLD'S BEST BUYS IN MARINE ENGINES

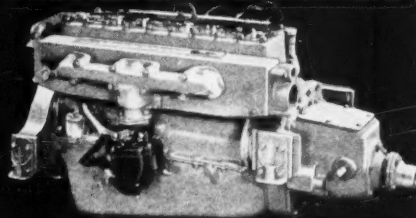
Built and backed by the world's largest
manufacturer of marine products



Model B—Compact, power-packed Chris-Craft 60 h.p., 132 cu. in. Reduction drive available. A great value!



Model K—For more power and economy ... 95 h.p., 229 cu. in. Reduction drive, opposite rotation available.



Model M—Rugged, dependable ... 130 h.p., 320 cu. in. Available with reduction drive and opposite rotation.

PROOF! PROOF!



Ed Elliot

"I've never seen a marine engine that could compare with my Chris-Craft," writes Ed Elliot, secretary-treasurer of the Standard Dry Kiln Co., Indianapolis, Ind. "I have always paid particular attention to the power I get in a boat. I have never had a minute's trouble with my Chris-Craft Marine Engine. It has all the characteristics I want plus real economy in operation. From standpoints of both engineering and performance, I can recommend Chris-Craft Marine Engines to anyone."

PROMPT DELIVERY! Ask your marine dealer, boat yard or boat builder for prices and data on new Chris-Craft Marine Engines—60, 95, 105, 130, 131, 145, 158 and 160 h.p.—or write the factory for free copy of new 24-page marine engine catalog.

Chris-Craft

MARINE ENGINE DIV., ALGONAC, MICH., U.S.A.

• SKIPPERS SAY:

When It Comes Time to Repower . . .

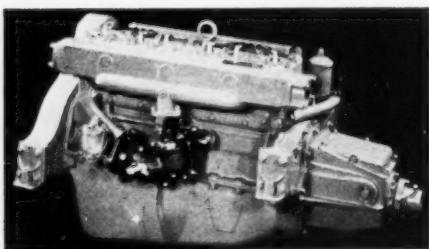
be sure it's a **CHRIS-CRAFT**

World's finest marine engine value!

Rugged, dependable Chris-Craft engines stand up under the hardest use. Enjoy wonderful smooth power flow and economy of operation, too.

When you compare performance and price against any other engine, you are a cinch to repower with a Chris-Craft.

Available in 60, 95, 105, 130, 131, 145, 158 and 160 H.P. models. Reduction drives and opposite rotation also available.



• MARINE DEALERS SAY:

When You Want A
Fast-Selling Engine Line . . .

get a **CHRIS-CRAFT FRANCHISE**

A few territories in our area still open for new dealers!

World's finest marine engines backed and built by the largest and best known manufacturer of marine products.

Call or write for further information.

BRYANT'S
Marina

1117 E. Northlake • Seattle • MEIrose 0090

LETTERS

Barnacle Bill's Last Cruise

As one of the oldest members in membership of the Seattle Yacht Club, I take this time to pass on to you the feelings of every member of the Seattle Yacht Club for *Pacific Motor Boat* and Dan Pratt for the fine tribute that was written and elegantly given by Mr. Pratt of our beloved yachtsman Bill Hedley at Barnacle Bill's Last Cruise, October 22, at Hedley Spit.

May we have many more of Dan's fine lines of salty verse for many more years to come.—**QUENT WILLIAMS**, 12 D St. S.W., Auburn, Washington.

For Vikings Only?

Thanks very much for your letter just received. We really enjoyed John Bohle's story in the November issue of *Pacific Motor Boat*. In fact, I could hardly work for a week after reading it because of thinking about all the wonderful places we were last summer. I certainly hope that this article will encourage other boatmen in this area to make the same trip. If they do not have time to make the entire trip, I would especially encourage and recommend that they do the Clayquot Sound area as it is such a short distance from Neah Bay and is really wonderful.

If you have the names of any one who has cruised the Queen Charlotte Islands in a pleasure boat I would appreciate receiving them as my friend, Dr. William Kergin, Prince Rupert, B. C., who is going to cruise with us next summer in his boat, the *Full Moon*, says that the trip is for Vikings only.—**HARVEY JORDAN**, Jordan Marine, St. Helens, Oregon.

A Future Boat-Builder Speaks:

I have enclosed a money order for \$6.00 to pay for a three year subscription to your magazine, *Pacific Motor Boat*, and your annual yearbook offer. Please start my subscription with the January, 1950, issue.

I have been scouring the newsstands for a good Pacific Coast boating magazine, because when I grow up, I want to be a boat builder and designer, and own a small salmon troller on the side. I have picked up your *Pacific Motor Boat* because I feel it has the most information and is the most interesting of any boating magazine. **ROY WAGNER** (age 13) 3654 35th W., Seattle 99, Wash.

Hood Canal Ban Protested

Thank you for your letter of October 26 calling attention to my error in the last Beachcomber in failing to take the Hood Canal restrictions matter seriously. It happened I looked at the U. S. Engineer's first notice in which the restricted area was sought for only a brief period, and overlooked the later one in which the application was extended "for an indefinite period."

Your letter was read at our club meeting last night and the club has filed a formal protest. Individual members also were urged to add the weight of their written protests.—**SAM L. CRAWFORD**, secretary, Olympia Yacht Club, Olympia, Wash.

Revolution in Rules

Have been reading the article in the October issue of *Pacific Motor Boat*, entitled, "We Raced to Nanaimo—Error 2.26%."

On page 20 midway down the first column, I read, "The engine revolutions were slowed down for the night run."

Having participated in many of these International Cruiser races, it was always my impression that the number of revolutions as set out in the skipper's log, must be maintained except in case of danger.

How come then that this skipper slowed down his revolutions for the night run, and finished first in Class 17—**K. BRAMALL**, Hon. Sec. Burrard Yacht Club.

EDITOR'S NOTE: The skipper was entirely within his rights in reducing engine rpm's. This was permitted in the 1949 race due to a change in the rules which permits various engine speeds during the race if so set down in the predicted log. The rate of speed must be maintained throughout a leg and the rpm's may be changed only at a control point.



GIVES YOU TIME TO WORK

PINTOFF #199 Paint and Varnish Remover stays wet longer. The remover has time to thoroughly loosen the paint or varnish before it dries. The user can apply it well ahead of where he is working with the scraper and let the remover do the heavy work. A smaller quantity of PINTOFF does a better job in a shorter time with less work. NON-INFLAMMABLE.



Send for the booklet "Marine Paint Accessories" which describes PINTOFF Remover and other INTER-LUX Accessory Products.



International Paint Company, Inc.

New York 6, N. Y., 21 West St. • San Francisco 7, Calif., 901 Minnesota St.
New Orleans 13, La., 315 Girard Street • Montreal, Quebec, 6700 Park Avenue
Vancouver, B. C., 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT



ELECTRIC CAPSTAN

Push Button Control



Just a touch of your foot on the push button switch and up comes the anchor. Capstan available in 6, 12, 24 and 32 VDC. 500 lbs. capacity. Polished bronze winch head and deck plate. Simple installation. Complete. All fastenings supplied. Order today.

\$150.00

COLUMBIAN BRONZE CORPORATION
Freeport, Long Island, New York

COLUMBIAN PACIFIC COAST DISTRIBUTORS

Representative: H. A. B. SNEVE CO., Seattle and Sausalito.

NUTTALL-STYRIS CO., San Diego, Calif.

C. J. HENDRY CO., San Pedro, Calif.

WEEKS-HOWE-EMERSON CO., San Francisco, Cal.

MARINE HARDWARE CO., San Pedro, Cal.

HAROLD I. JOHNSON, Newport Beach, Cal.

HALL-YOUNG CO., San Francisco, Calif.

THE BEEBE CO., Portland and Astoria, Oregon.

SUNDE & d'EVERS CO., Seattle, Wash.

MORSE HARDWARE CO., Bellingham, Wash.

EDWARD LIPSETT, LTD., Vancouver, Victoria, Prince Rupert, B. C.

A GOOD BOAT IS BETTER WITH MAXIM MARINE EQUIPMENT

ALL MONEL SILENCER

Model MO, new all Monel wet type silencer, more compact, install anywhere on exhaust line, ideal where space is limited, cuts exhaust noise to a whisper.



MODEL M-3 CAST SILENCER

The old stand-by for installation where engine is above water line — goes on exhaust line like a muffler — insures whisper-quiet operation.



MODEL TR CAST SILENCER

For boats with engine below water line as on auxiliaries, etc. For quieter operation replace your old muffler with this real silencer.



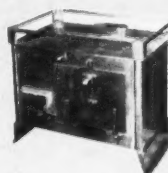
FAMOUS LIGHTWEIGHT CQR

The plow design of the CQR does the trick — digs in faster — more reliable — holds better — non-fouling — guaranteed to give you satisfaction — a superior anchor in every way.



MAXIM MONEL STOVE

A deluxe, lifetime Monel stove — ample oven 9" high, 11 1/4" deep, 11 1/2" wide, air tight, saves 50% fuel over average solid fuel stove, thoroughly insulated, one filling briquets lasts 8 to 10 hours — stove size overall 18 1/2" high, 15" deep, 21" wide.



AT THE SHOW — BOOTH 159

THE MAXIM SILENCER COMPANY

64 HOMESTEAD AVE.

HARTFORD 1, CONNECTICUT

Please send bulletin on

☐ Silencers

☐ Anchors

☐ Stoves

DR.
SHUSH

Name _____

Address _____

BE SURE IT'S A

MAXIM

Enjoy home-like convenience and added safety aboard your boat



MODEL ET-8044
\$197.50

*Federal
or local
taxes extra

You phone local harbor stations for connection with any telephone in the U. S. A. . . . talk to other boats . . . call the Coast Guard—with this new RADIOMARINE Model ET-8044.

Tune in standard radio broadcast programs, latest news, weather reports.

Operates from 6- or 12-volt d-c power supply. A compact model for the smaller boats.

New 2-way RADIOTELEPHONE plus Standard Broadcast Radio

For Safer, Easier Navigation

Now, it's easy to fix your true position with extreme accuracy, to be sure and safe—regardless of weather or visibility. In addition, enjoy standard broadcast radio programs while cruising. Operates from 6, 12, 32 or 115 volts power supply. Ideal for pleasure craft.



New RADIO DIRECTION FINDER
plus Radio Reception
MODEL AR-8711

You Can't Beat RADIOMARINE for Outstanding Performance

Dependability . . . longer life . . . simplicity of operation . . . and lower maintenance costs are all yours when you buy radio and electronic equipment made by Radiomarine.

Write for illustrated descriptive literature and name of nearest Radiomarine dealer.



MODEL ET-8037
2-way radiotelephone. 30 watts. 6 channels. Operates from either 12, 32, 115 volts d-c or 115 volts a-c power supply. For use aboard pleasure and work boats as well as small coastwise vessels.



MODEL ET-8012-D
75 watts, 10 channels, 2-way radiotelephone. Operates from 32- or 110-volt d-c power supply. For large pleasure craft, ocean-going vessels, tugs and trawlers.

LOS ANGELES, CALIF.
Shepherd Diesel Marine
Atlantic and Bandini Bldgs.

SEATTLE, WASHINGTON
Radiomarine Corporation of America
1008 Western Avenue

PORTLAND, OREGON
Ott's Radio and Appliance
3760 S. E. Hawthorne Street

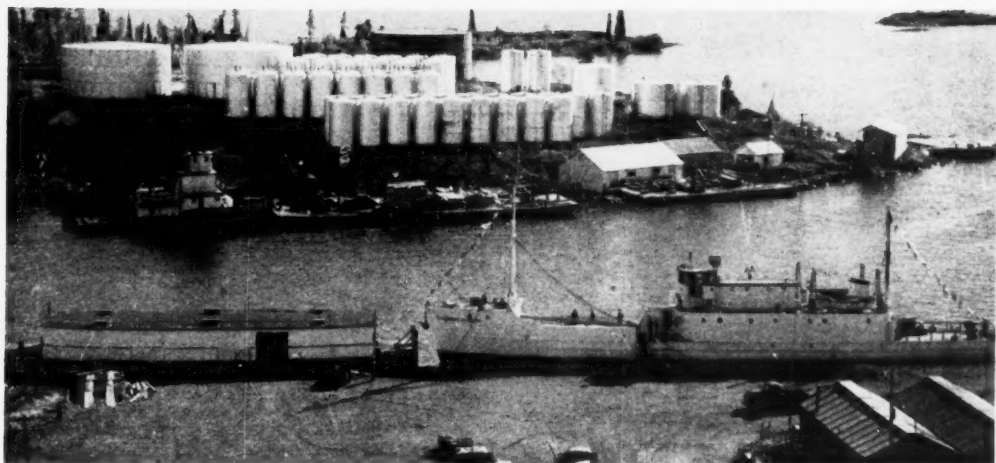
NEWPORT, OREGON
Unger Electric & Hardware Co.

Foreign Distribution and Service—RCA International Division, 745 Fifth Ave., New York 22, N. Y.



RADIOMARINE CORPORATION of AMERICA

A SERVICE OF RADIO CORPORATION OF AMERICA



After completing her historic 5,500-mile voyage from Victoria, B. C., the *Yellowknife Expeditor* lies proudly alongside the dock at Yellowknife, Northwest Territories. On the other side of the channel is the *Sandy Jane*, a Yellowknife Transportation Co. tug.

A Historic 5,500 Mile Voyage

From Victoria to Great Slave Lake

THERE are few voyages a ship can make on this globe nowadays which bear the distinction of never having been made before.

But a 160-foot former LCI (Landing Craft Infantry) hit the headlines late in the summer when she did just that—and her voyage was through waters which have challenged seamen for centuries.

The *Yellowknife Expeditor* was her name, and she made the unique journey from Victoria, B. C., to Yellowknife, Northwest Territories, via the Pacific Ocean, Bering Sea, through the Bering Straits and along the Arctic coast to the mouth of the Mackenzie River, then 1,200 miles up the mighty northern artery to Great Slave Lake, where she will operate as a freight and passenger boat.

It was a feat many said could not be done, especially late in the summer when the great arctic ice-pack was moving in and the level of the Mackenzie was falling.

Heretofore, ships used on the Mackenzie River and on Great Slave Lake to supply the mining, fishing and trading settlements in the Mackenzie Basin, have had to be trans-

by Jim McKeachie

ported north in sections and pieced together on their arrival. It was a costly undertaking.

But Earle Harcourt, dynamic young (39) president and managing director of Yellowknife Transportation Company, Edmonton, Alberta, knowing the value of a shallow-draft ship on the river and lake, decided war-surplus landing craft would be just the thing for his company.

These ships had been built to withstand ocean weather and could be purchased for a fraction of their original cost.

The result was that the *Yellowknife Expeditor* was converted during the summer at Victoria Machinery Depot, Victoria, at a cost of approximately \$63,000, and was sent to her new home by the 5,500-mile roundabout route.

Actual steaming time from Victoria to Tuktoyaktuk, at the mouth of the Mackenzie River, was just over 17 days. During this part of the voyage, average speed was around nine and one half knots, which is good when it is considered

it was necessary to cut speed to half or even third on several occasions when heavy seas made the going a mite too rough.

The 1,200-mile jaunt up the Mackenzie was made in about a week, with a few stopovers en route. For example, a day and a half was spent at Mills Lake, near the top of the river, where Yellowknife Transportation Company, Ltd., has a small shipyard. Here the ship was painted—and she needed it—her hull streaked with rust from her ocean trip.

The \$63,000 figure is not the entire cost of conversion—finishing touches to a passenger saloon and coffee bar and other sections of the ship are currently being carried out at Hay River, on the south shore of Great Slave Lake.

Next summer, when navigation opens on the lake, ninth largest in the world, the *Expeditor* should be operating a twice-weekly schedule between the gold center of Yellowknife and Hay River, which is the northern terminus of the Mackenzie Highway, first direct road link to be made with the area from Edmonton.



An Eskimo lad at Tuktoyaktuk on the McKenzie Delta has a look at the Yellowknife Expedito as she completed her voyage through the Arctic Ocean.

"Should be operating," is the term used, because licensing of the ship has not yet been completed, but it is not expected there will be any great hitch to prevent the "queen of the lake" as she has been dubbed, from giving the first regularly scheduled freight and passenger service ever to be established on Great Slave Lake.

The *Expedito* was completely re-engined for her history-making voyage. Powering her through heavy Pacific seas, between treacherous floes of loose ice, and finally up the Mackenzie River, were two 600-horsepower Cooper-Bessemer engines which replaced eight diesel engines of 100 horsepower each, four of which were on each shaft.



Skipper of the Yellowknife Expedito was Capt. Frederick L. Coe, Vancouver, B. C.

On one occasion it was necessary to back the former landing craft over a sand bar when she would not pass over it bow first. The propellers pushed under the hull the extra few inches of water necessary to allow her to slip across into a deeper channel.

Since the 125-mile run from Hay River to Yellowknife will only take a few hours, there are no passenger staterooms aboard. The lounge, coffee shop and some deck space will be for passenger use.

On the main deck are four crew staterooms, each with two bunks, while on the boat deck there are three staterooms for officers and company executives or special guests.

Between the captain's cabin, which has a single bunk and which is linked directly with the wheelhouse by a small hatchway, and the mates' cabin, is a bathroom, complete with toilet, wash basin and shower.

The aft cabin has a private bathroom with the same conveniences. In the forecabin is accommodation for six crewmen.

To the uninitiated, the wheelhouse looks rather strange.

Even to call it a wheelhouse is incorrect, for there is no wheel. Instead, a small handle which looks something like one of the levers used by a street-car motorman sits unimpressively by the binnacle.

It is a Bendix steering apparatus, and has a large dial beside it upon which a needle moves left or right indicating the number of degrees of rudder which have been applied.

On the other side of the steering handle is a Sperry gyro compass repeater, while on the port side of the wheelhouse is a Bendix depth re-

corder. For the engineers there is a roomy workbench and lathe in the engineroom. This is almost a "must" in the north country, for parts cannot just be bought from a supplier within a few hours.

The answer is that parts must be made if spares are not readily available. Several times during the trip from Victoria to Yellowknife the engineers got busy on the lathe and turned out a part for a minor repair.

How did the ex-U.S. Navy vessel behave when heavy seas got hold of her?

In the words of Capt. Frederick L. Coe, North Vancouver, veteran arctic skipper who spent many years on Hudson's Bay Company ships: "She's a great little sea boat. Thought she might bounce around like a cork on the ocean with a seven-foot draft, but she comes back fine when she rolls."

Chief Engineer Bill Rant treated his Cooper-Bessemer engines like spoiled children during the voyage, and though having a little trouble on one occasion when water got into one of the fuel tanks, appeared satisfied with their performance.

Noticeable to the layman was the lack of vibration from the big diesel engines. They were run at between 700 and 750 rpm for much of the trip, but once broken in, were boosted to 800 rpm for the trip up-river. Maximum speed, yet to be tried, is more than 900 rpm.

It is certainly a feather in the cap of Yellowknife Transportation Company, Ltd., to have had its flagship pioneer the ocean-and-river route into the Northwest Territories.

Harcourt and his colleagues gambled and won. The odds were not especially favorable, for any number of things could have happened in the far-north waters.

The *Expedito* crossed from Point Barrow, northernmost tip of Alaska, to the Mackenzie Delta during the second week in September and never saw the main pack. The number of ships which have done this in the past could probably be counted on your fingers.

The welcome given the ship when she reached Yellowknife September 21 was as enthusiastic, on a much smaller scale, of course, as that which is given a giant ocean liner on her maiden voyage to New York.

In fact, the arrival of the *Expedito* meant more to the people at Yellowknife and Hay River than would a new liner to New York, for the simple reason that it marked the beginning of regular service on the lake.



La Paz Harbor and the esplanade. Vessels waiting for a pilot can anchor southward of Prieta Point in depths of 7 to 10 fathoms. Anchorage can also be taken northward of El Mogote. The best berth of the town is 200 to 300 yards westward of the pier in a depth of about 3½ fathoms, sand. Vessels drawing less than 12 feet can lie at the end of the pier.

A Cruising Challenge . . .

Mexico's Wild Western Shores

Part I—Ensenada to LaPaz

MEXICO might be said to be the South Seas at the back door of Southern California. Along the Western shores of the Mexican coast are some of the most primitive people of North America. The scenery is often rugged, often forbidding, and there are ports which are enjoyable to enter and difficult to leave.

A cruise to Mexico is a wonderful boating experience. Many have sailed or powered to Ensenada, but the longer cruises, especially in small sailing or power craft, are adventurous penetrations into a mysterious land, often through waters that are not too well charted. Increasing numbers of American fishermen enter Mexican waters, however, and the yachtsman can profit from their example and experience.

Mexico is a subcontinent, extending approximately 2000 miles, from Tijuana at the north to the Suchiate River at the south, which marks the border of Guatemala.

Beginning nearly at the California border is the vast peninsula of Lower California, a peninsula almost as large as Italy. It is a mountainous, mineralized area of great natural wealth. The peninsula ex-

tends 800 miles southward, with its southernmost tip lying in the Tropical Zone.

Between the peninsula and the mainland lies the Gulf of California. It is the world's largest deep gulf and only the Red Sea is longer. At the southern entrance ocean depths of 11,000 feet are encountered. In 700 miles it shelves to the delta of the Colorado River, almost back to the border of the United States.

Within these waters are the richest fishing areas on earth. With its great abundance of bird and sea life, it has striking interest to the scientist and much attraction for the commercial and sports fisherman.

Some years ago a husband and wife, Dana and Ginger Lamb, made a memorable exploration of Baja (Lower) California and western Mexico in the *Vagabunda*, a canoe of sorts. Their adventures were recorded in a book called "Enchanted Vagabonds," which is still a source of the adventurous spirit to all who own a boat and yearn to anchor in foreign ports.

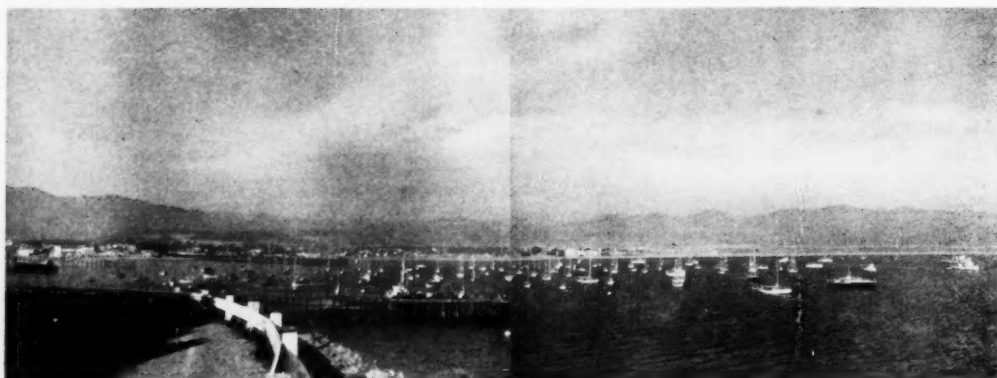
Pacific Motor Boat doesn't advise its readers to repeat the vagabond's trail in a canoe. But for those thousands of boat owners with their well

equipped vessels, the world of Baja California and the fabulous ports of Pacific Mexico and Central America offer a challenge of adventure.

In preparing this article *Pacific Motor Boat* consulted several veterans of the sea to whom the waters you will sail are most familiar. For example, Commander D. B. MacDiarmid of the Air-Sea Rescue Base, U. S. Coast Guard, San Diego, gave us highly useful information.

You will, of course, leave for Ensenada, Baja California, first port of entry, well equipped with all the charts and weather maps available to you through your local marine supply store or hydrographic office. A must for the trip is the H.O. No. 84—Coast Pilot for the West Coasts of Mexico and Central America. With these charts and sailing directions you will become familiar with all the landmarks to be used for navigational purposes.

To become thoroughly familiar with Mexican port clearance procedures, you will have secured a copy of *Artículo No. 18 por Yates Extranjeros* (foreign yachts) which can be secured by writing to the yacht club, Club de Yates, at Acapulco.



Ensenada's lovely bay, shaped in a half moon and surrounded by mountains, is host to many American boats during the Ensenada Race.

As a member of your crew you will have, if possible, a person who speaks and understands Spanish. You and your crew will have had all the inoculations necessary for entry into a foreign country, and a complete understanding that you are to avoid drinking unboiled water and eating uncooked vegetables.

Lieut. Mickey Mahalko, retired U. S. Navy, who recently returned from a voyage to La Paz on a 63-foot AVR conversion, has made a suggestion you will find very useful. Before you leave your last U. S. port, and no doubt that will be San Diego, secure the grocery list of a tuna clipper — any ship's supply store in that port will be glad to give you one—and this will give you an excellent idea of what to include in your yacht's grocery supply. An automatic pilot is almost a "must," says Lieutenant Mahalko and a depth recorder will be invaluable to you in determining safe anchorage in the ports you will visit during

your cruise. And, incidentally, don't rely implicitly on Mexican port lights and be sure to make soundings as you approach an anchorage.

In entering a port at night or in maneuvering in the dark, use a searchlight for spotting any native craft in motion or at anchor—many such vessels lie at anchor without lights in Mexican land. Pass well ahead of such boats in order to avoid snagging on their anchor lines.

After you have thrown your anchor, be sure to put your craft into reverse and back away to be sure your anchor has taken hold and is not merely caught in kelp. To avoid dragging, allow ample scope. The shoreland of many Mexican ports and anchorages is a mountain formation and the winds funnel vigorously through the draws to the sea. Avoid anchoring where such breezes, which appear unexpectedly, can assail your craft. In Baja California the ocean winds which are strong at noon, die at dusk—take

this into consideration when choosing an anchorage. La Paz harbor, for example, is subject to swift currents and it is advisable not to anchor too close to the town. Watch out for "surge" seas.

Ensenada will be your first port of entry after you leave the United States. From the Mexican consul in the United States port from which you sail you will have secured clearance. It is interesting to note here that from the Los Angeles office of the Mexican consul, in 1949, 42 yachts were cleared for such Mexican ports as Acapulco, La Paz, Salina Cruz, San Jose del Cabo and Cape San Lucas. For a bill of health 28 pesos is charged. When you arrive at Ensenada, you pass through three inspections: one for health, 29 pesos; immigration, 15 pesos; and customs, whose charges are based on the size of the yacht, ranging from \$25 to \$50. Pilot services are paid for at the rate of 50c per foot of draft.

It is definitely established by the Mexican consul here that after passing through all the inspections, etc., at the first port of entry, Ensenada, for example, it is not again necessary to pay these fees or to go through this procedure at any other Mexican port. It is necessary of course to present all ship's papers at each port of entry—if the port captain doesn't come aboard, you must go to him. It is of course necessary to clear your last Mexican port on return.

At the Mexican consul's office in the U. S. city of your choice, it is necessary to present all your boat's papers, proving ownership, and the crew list (with declaration of citizenship) to the consul for "legalizing"—fee \$3.24. From your own department of health, secure a bill of



An anchorage for small vessels in depths of 7 to 9 fathoms is found at Hassler Cove, a small bight in the eastern shore of San Martin Island, 30 miles south-southeastward of Cape Colnett.

health which in turn must be legalized by the Mexican consul for \$1.62. It is not necessary for your crew to secure tourist cards (passengers and guests must do so) but in the event inshore trips are planned, it would be more convenient for your crew to secure tourist cards too. These are obtained from the Mexican Tourist Office in Los Angeles.

The services of a ship's agent are extremely helpful, of course, and he will take care of all the clearances, papers, etc., that are required both in the United States and in Mexico, for your first port of entry and your last port of entry on return trip.

Always try to enter or leave a Mexican port between 9 a.m. and 12 noon, or between 3 p.m. and 6 p.m. At any other hour there is an overtime charge. An agent is needed only at the first and last port in Mexico.

After passing these initial inspections at Ensenada, the Mexican consul states that it is not necessary to repeat them at other ports. There it is necessary only to notify the captain of the port of your arrival and departure.

It is at this point that the United States Coast Guard offers a little advice. First, always observe Mexican protocol and if you feel an injustice is being done take up the matter with the consul in the nearest port—that's what he is there for. However, certainly you are permitted to make sure that the person who is boarding your boat is an official of the port, and in your best Spanish, or near-best, you can say, "Esta yd. capitan del puerto?" The Mexicans are a ceremonious people and at the same time there does exist the "mordito" or bite and this probably will have to be accepted as part of the cost of your voyage into the land of tomorrow.

If your cruise is from Ensenada to La Paz on the east coast of Baja California, plot your voyage to run during the day. At La Paz there is a pilot available and even if you don't use his services, it is necessary to pay the pilot fee.

Captain George "Tuna" Farnsworth, who made his first trip to Baja California in 1908, can well be considered an authority on these waters. Estimating that the average vessel leaving Ensenada for La Paz can make about 7½ knots, he suggests a day's trip from Ensenada to San Quintin, a port of entry with safe anchorage. Do not count on this port for supplies, fresh water or repairs. It would be a shame not to spend some time here where there is excellent fishing for barracuda, yel-

lowtail and jewfish.

Alternative to anchorage at San Quintin is Hassler's Cove at the east side of San Martin Island. San Martin waters are a great commercial Albacore fishing resource.

An early start from the cove will bring you past the dangerous Sacramento Reef during daylight, past the north end of Cedros Island and to the southeast portion of the island where there is located a fish cannery where fuel and water may be available. While based at Cedros, you may wish to cruise the Islas Bonitas, three in number, to the west of Cedros. The middle island, sheltered by the easterly and westerly, gives modified protection. There are few inhabitants.

Leaving Cedros cannery and Sebastian Vizcaino Bay, the route is close to Point Eugenio and into Turtle Bay, an excellent spot for clams, otherwise known as Port San Bartolome, one of the best anchorages on the peninsula, according to commercial fishermen. If you approach at night, steer due north for the hill until abreast the cannery lights. Turtle Bay is a land-locked harbor, with no water of its own, limited supplies. Water is brought from Cedros.

Make your next stop Ascuncion Bay, with good protection from prevailing winds. Or San Hipolito, with westerly winds, but avoid passing close to Abreojos Point, one of the most dangerous spots.

Commercial fishermen find good anchorage at San Juanico and if you do not wish to make the run directly to San Lazaro, you, too, will find shelter in this bay. There is a spring near the highway. If you find it necessary to go into Ballenas Bay, you will be able to anchor there in five fathoms.

The voyage to Cape San Lazaro, on which there is a light, is a straight-line trip of 137 nautical miles. Dead reckoning is not completely accurate here, for there is an inshore current that varies, sometimes reaching two to three knots. Cape San Lazaro extends south to form a bay known as Santa Maria, excellent except for protection from south and southwest winds. Be cautious of the reef running south of Santa Maria point.

Man of War Cove, Magdalena Bay, is a port of entry and you should hoist your signal flags. Here can be had limited supplies and in an emergency tuna vessels coming into the harbor for bait may be depended upon for assistance. The great harbor of Magdalena Bay offers a magnificent opportunity for



leisurely exploring. Santa Margarita Island is the largest of the five long reefs which offer a barrier from the ocean. Two miles east of Cape Tosco there is a 10-fathom anchorage in the lee.

If you leave Magdalena, or Man of War Cove, at 10 a.m. you can count on arriving at Cape San Lucas about 6:30 p.m., having passed the famous Cabo Falso light at the outermost end of the peninsula. At San Lucas you will find water, fuel, supplies and vegetables. As a beach on which to swim or land a boat, the San Lucas cove is unequalled. It is best to avoid San Jose del Cabo, where the breakers are dangerous. There is a customs house at San Lucas where official business can be transacted and a private wharf is operated. By plotted steamer course you are about 800 nautical miles from San Diego.

After you have fished the Inner and Outer Gorda Banks for marlin, you will want to head for Los Frailes, arriving there about sundown to find good anchorage and protection from the winds. A rancho will provide you with supplies if they are needed. Point Arena, a long white sandspit, gives good protection from offshore winds, and if entering there at night, use the highest hills as a marker, clearing the sandspit by at least 100 feet. Here is exciting fishing for dolphin and yellowtail.

From Pt. Arena you can reach Palmas Bay or Muertos Bay in one day, with anchorage in from three to eight fathoms. However, these anchorages give protection in southeast weather only. When anchorage is made at Ceralbo Island, south end, watch out for the strong southwest winds that arise in the middle of the night. If you are going to anchor at Coyote Point or the eastern end of Espirito Island, avoid the dangerous Bonanza Reef.

Whatever your choice, La Paz, "City of Windmills," is near and this may or may not be the end of your Baja saga. La Paz is reached through San Lorenzo channel with the light on Espirito Santo on your starboard. Directional lights are operating at night and beacons during the day. Pass close to the lighthouse and wharf and from the wharf you can pick up the first beacons. A port pilot will come aboard of course, since this is a port of entry. Vessels of 13-foot draft may pass through the La Paz channel at any stage of the tide.

La Paz, known as the world's finest fishing grounds for the game species, might be the base for you

to make some explorations of the uncharted but clear bays of volcanic Espirito Santo Island.

It is suggested by those who have made the cruise from San Diego to La Paz that a craft should carry enough fuel, if possible, to reach La Paz without re-fueling en route. The 63-foot AVR conversion, *Mauran*, referred to previously in this article, made the trip from San Diego in 11 days. Eight days were spent at La Paz, where the hotels were reported excellent, English is spoken and costs are reasonable, and where a good quality of diesel fuel may be secured.

Balboa Angling Club

The Balboa Angling Club of Newport Beach, maintaining an official weighing station at the foot of "A" street, Balboa, reports a 1949 marlin season which saw three broadbill swordfish and 99 marlin weighed in. Last year 16 broadbills and 90 marlin were caught.

Largest marlin, weighing 380 pounds, was caught by Merle Miller, Bay Shores, at that time not a member of the club. The club member who brought in the largest marlin was Gordon Wevill, whose fish weighed 370 pounds. Harold Woods, Costa Mesa, caught the largest broadbill, 243¾ pounds. Largest tuna on 3/6 tackle was brought in by Dr. George Chuck, 24¾ pounds.

Largest Albacore was 32 pounds from the tackle of M. R. Colliard.

The new world record marine game fish chart, just published, shows that the Balboa Angling Club has seven local world record holders. Five are men and two are women.

Balboa Yacht Club

Robert Halderman has been elected commodore of the Balboa Island Yacht Club for 1950; Benny Benjamin, vice commodore; Noel Barlow, rear commodore, and Ann Rawlins, secretary.

Coming Events On the Pacific Coast

Dec. 26-Jan. 2—Christmas Regatta, Newport Harbor, Y. C.
Jan. 2—New Year's Race, Tacoma Y. C.
Jan. 8—New Year's Regatta, San Diego
Jan. 8-9—Doughies, Manning Series, SCYRA
Jan. 14-15—Star cruise, Eagle Harbor, Queen City Y. C.
Jan. 21—New Year's Regatta, Tacoma Y. C.
Feb. 17-19—SCYRA Midwinter Regatta
Feb. 18—Heavy Weather Cruise, Fremont, Y. C.
Feb. 18-26—Pacific Northwest Boat Show, Seattle
March 3-12—San Francisco Sports, Travel, and Boat Show.

PIYA and PCYA Will Hold Joint Regattas July 1-4

Vancouver, B. C., will play host July 1 to 4, inclusive, to the Pacific Coast Yachting Association's championship regatta and the Pacific International Yachting Association.

This announcement was made following a committee meeting of the PIYA at Bellingham, Washington, December 3. B. L. Johnson of the Royal Vancouver Yacht Club, Vancouver, was elected chairman of the organization's activities in 1950.

Other events this year will include the Swiftsure Race on Memorial Day week-end. A permanent race committee was appointed to lay out and run all races.

All prizes awarded during 1950 will be silver trophies. The Canadian Navy Sailing Club was admitted to the PIYA as an associate member.

In the election, the following were named vice-chairmen: Carl Sahlin, Bellingham; H. W. Withington, Corinthian Yacht Club, Seattle; J. Williamson, Vancouver, B. C.; H. Golby, Victoria, and H. Richmond, Seattle Yacht Club. Bud Day, Vancouver, B. C., was re-elected corresponding secretary.

The 1952 regatta will be held in Seattle, which will be holding its centennial celebration that year.

Newport Ocean Sailing Assoc.

Although the first annual Newport Ocean Sailing Association Armistice Day race was declared "no contest," it was an event long to be remembered because of the excellent turn-out and the outstanding performance of the new K-38, *Scandia*, her first appearance in competition.

Lack of wind prevented any of the 24 entries from finishing before dark, thereby failing to conform to the day racing rules of the NAYRU. Leaders for the course were Carl Long's PCC Lark; R. MacDougall's *Debutante*; Porter Sinclair's *Flying Scotchman*; Gene Bolln's *Ecstasy*; G. L. Carrington's *Topaz*; *Scandia*; and Hal Ramser's PCC *Antigua*, sailed in this race by George Strom and Darby Metcalf.

Soares Buys ex-"Yippee"

Joe Soares, well known San Diego tuna clipper owner and skipper, has purchased the former Navy YP *Explorer*. *Explorer* is powered with a 560-hp Union main engine, and has two 200-hp Union auxiliary engines.

Since the war *Explorer* has been used as a freighter on the Pacific Coast.



Headquarters and fishing grounds for the fifth International Light Tackle Sailfish Tournament, the Club de Pesca and the beautiful Bay of Acapulco.

Acapulco--Sailfishing Paradise

EACH game fish angler dreams of a fisherman's paradise, and Acapulco, Mexico, probably more closely approximates that dream than any other port in the world. It was there that the fifth International Light Tackle Sailfish Tournament was held, November 16, 17 and 18, sponsored by the Southern California Tuna Club, Long Beach.

Two unofficial world records were established during the tournament. Mrs. Frank M. Linnell, Newport Beach, Calif., broke the former women's world record by catching a sailfish weighing 124 pounds on three-six tackle with a six-thread line with an allowable breaking point of 20 pounds.

Donald Allison, Los Angeles, broke the former world's record for men by catching a sailfish weighing 142 pounds, 12 ounces on three-six thread.

Thirty boats were chartered at Acapulco for the event, six of which were furnished by the Club de Pesca, headquarters for the tournament.

Twenty-three teams of three or less anglers were entered in the

tournament with a total of 68 anglers competing and fishing for three days. A record of each strike and each fish landed and released was kept on the boat and on each angler. The final count for the three days' fishing showed that the 68 anglers

had enjoyed 807 sailfish strikes and had landed 336 sailfish. All but five of these fish were released by either having the hook removed from the mouth or the wire leader cut close to the mouth.

The sport of sailfishing emphasizes



Record sailfish—Left, Mr. and Mrs. Donald Allison, Long Beach, California, pose with their catch. Allison's sailfish is 142 pounds, 12 ounces. Mrs. Allison's fish is a 106-pounder. At right, Mrs. Frank Linnell of Newport Beach with her women's world record sailfish of 124 pounds.

the skill of catching a fish and frowns upon the killing of it. The conservation of these members of the spearfish family is one of the objectives of the International Light Tackle Sailfish Tournament.

Eight clubs from Southern California were represented in the tournament: Southern California Tuna Club, Tuna Club of Catalina, Balboa Angling Club, LaPaz Sportsmen's Club, Newport Harbor Yacht Club's Fishing Club, Light Tackle Marlin Club of California, Long Beach Yacht Club Fishing Club and the Balboa Bay Anglers' Club. Participants were flown to Acapulco November 9 to give the anglers a five-day warm-up period.

The Club de Pesca was the team winner of the Grand Championship trophy belt. At the last tournament the Sailfish and Tarpon Club of Mexico took the trophy at Miami. The Southern California Tuna Club has won the tournament twice in five times. The Grand Championship Trophy goes permanently to the team with three wins.

Dr. George Chuck of Long Beach was in charge of this year's tournament. He was also captain of his team and has been named by the International Game Fish Association to that group's executive committee.

The West Palm Beach Fishing Club of Florida was chosen to sponsor the next tournament which will be held at West Palm Beach, Florida, in February, 1951.

Schooner Sails on Deep Sea Picture-Taking Mission

The steel-hulled 136-foot *Enchantress* has become a young man's dream come true. In November she sailed under William Ogle, 21, of Pasadena, for La Paz, Central America, Panama and perhaps the mid-Pacific.

The schooner-rigged vessel is equipped for work, as well as for pleasure, however. She shins a 1,000 fathom Submarine Signal Company "Fathometer" which will be used in salvage operations which the vessel and her crew will undertake. *Enchantress*, built in 1911, was owned by Morgan Adams, Jr., Pasadena, from 1921 until 1949. She is powered with a 215-hp Superior diesel, direct reversing with a 30-kw Buda and Superior 45-kw generator. For communication there is a 75-watt Radiomarine set aboard.

Captain Ogle will take a series of still pictures for Paramount movie studios as well as engaging in salvage diving.

"Bendy", a Kelp-Jumping Sailboat, Is Designed for Coastal Waters

WHEN members of the Portuguese Bend Club, of whose boating division William Slater is commodore, asked marine architect Hugh M. Angelman to design them a sport boat, they were asking for boating flexibility and versatility. And they got it with the *Bendy*, a 14-foot sailboat-outboard.

Bendy was designed with the special boating requirements of Southern California's historical Palos Verdes Peninsula in mind. Ideal for sport fishermen, the waters of the Portuguese Bend area are fringed by kelp, so the boat had to be designed to pass over it without difficulty. And the boat had to be of use to both sailing enthusiasts and fishermen.

Angelman solved these problems by designing a lightly-balanced, swept-back centerboard, a slightly snub nose and a rudder that was flush with the keel. He made the mast and boom and rudder quickly detachable—they can be removed in two minutes. An outboard motor is then attached to the stern and, behold, it's an ideal boat for sport-fishing.

As yet the Portuguese Bend Club has no enclosed small boat harbor, but it does have a fine new pier

and an electric winch. The craft weighs only 160 pounds. The stern and bow are of mahogany; the ribs, centerboard trunk and keel and chine of oak. The remainder of the boat is plywood.

By next spring the Portuguese Bend Club hopes to have seven or eight *Bendys* ready for competition. Complete with sail, the craft will cost around \$400. Club members, buying the completed hull and all parts for \$200, will have boat building "bees" during the winter at the club.

Members of the club, which is less than a year old, wishing to give their children an opportunity to learn to sail asked Angelman to design *Bendy* to be safe and easily managed. So he gave it a slightly curving hull with five-foot six-inch beam without reducing the boat's sailing speed. The mast is 18 feet high, the boom 11 feet. Having a mainsail only, it carries 97 square feet of canvas. The centerboard is 48 by 14 inches.

Diesel for Los Angeles Yacht

Vagabundo, Louis Cass's yacht, Los Angeles, has been powered with a 6¼ x 8¼ 4-cylinder Atlas Imperial diesel engine with the new combination reverse and reduction gears.



Bendy has been designed for sail or power. The *Bendy* handles well under outboard power. Lower photo shows the unique characteristics of the *Bendy* as she is hoisted to the Portuguese Bend Club's pier by electric winch.

Lillian D., grandmother of the Foss fleet, was fast in her day and still has a fair turn of speed.



"Lillian D. Foss" -- Oldest Pacific Coast Yacht?

OLDEST yacht on Puget Sound, it is claimed, and also oldest vessel in point of service of the Foss Launch & Tug Company of Tacoma and Seattle is the *Lillian D. Foss*. She was also the first of the Foss boats to carry a multiple cylinder gasoline engine. Nearly 50 years old, she has been retired from a varied and active service and is now used exclusively as a private yacht by the Foss family.

Old timers in Tacoma will remember the *Lillian D. Foss* with pleasure. Before autos became numerous she carried thousands of passengers in the Puget Sound area. With bright pennants flying she carried many excursion parties and Sunday school picnics. But she has also known rougher work and has been involved in a few windy saltwater dramas.

With her narrow beam and flat stern she was one of the first of the "fast" yachts in this area. She owes her stern to an inspiration of the late Andrew Foss, the founder of the Foss company, who in 1898 while on a visit to his native Norway saw some of the new torpedo boats with their typical flat sterns. Foss returned to Tacoma convinced that this was the ultimate in design for speedy yachts.

In Tacoma he designed a boat with a modified torpedo stern and completed building her in 1905. That was the *Lillian D. Foss*. She was a racy launch, the pride of the infant Foss fleet that was destined to be-

come the second largest towboat firm in the country and the largest in the West.

She was just under 65 feet long, 15 feet wide, with 7 feet depth of hold. She now has comfortable accommodations for eight persons and a crew of two, hot water heating, and a stainless steel galley. She can carry 75 persons on day cruises, but generally carries only small parties.

Arthur Foss, president of the Foss Tug & Launch Company, recalls that the *Lillian D. Foss* carried passengers for the first few years. From Tacoma she served Quartermaster Harbor, Gig Harbor, and North Harbor. For eight years she was on the Seattle-Tacoma run and way points, carrying mail, freight, and passengers via East Pass. Her original engine was a 20-hp N&S gasoline motor. When loaded light the *Lillian D. Foss* could log 8 knots. When loaded heavy she was pretty well slowed to a standstill, Arthur Foss recalls.

She has flown the president of the United States's flag upon two occasions, once for Theodore Roosevelt and once for William Howard Taft. James J. Hill, president of the Great Northern Railroad, chartered the *Lillian D.* for a day during his only visit to Tacoma. At another time during the Northwest's railroad building days, officials of the Milwaukee Road chartered her for use in locating possible waterfront sites.

For two summers the *Lillian D.*

was chartered by John W. Consigned, Seattle movie magnate and sportsman, to serve the summer colonies at Alki Point, then a fashionable Seattle suburban district.

She was chartered by the marine survey party when the *Canada Maru* was wrecked at Cape Flattery. She happened to be on hand when the *Watson* went on the beach at Waada Island and after a hasty salvage operation came away loaded down to the gun's with canned milk.

In the days of iron men and wooden ships, she used to take sailors from Tacoma to Port Townsend to man the windjammers taking leave of Puget Sound.

In 1917 the original engine was replaced by a 50-hp engine of the



Arthur Foss in the wheelhouse of the *Lillian D. Foss*. She's a private yacht now.

same manufacture, Arthur Foss recalls. Then, about 1920, a 40-hp "CO" Fairbanks-Morse diesel was installed.

Around 1922 the Foss company traded the *Lillian D.* to Fairbanks, Morse Company for \$5,000 as first payment for a Fairbanks-Morse diesel for Foss 16, the first of their powerful tugs.

Fairbanks, Morse in turn sold her to a party who used her for towing boomsticks on lower Hood Canal. Here the *Lillian D.* spent three years in fairly rugged service.

"The boat was in pretty bad shape and as she still carried the Foss name we kept getting bills on her," Arthur Foss said. "When she passed back to the ownership of Fairbanks, Morse Company we offered them \$50 to change her name. It was partly a matter of sentiment as she was named after my sister who died in 1914.

"They countered with an offer to sell the boat to us for \$50, minus the engine," he said. "We accepted. That was in 1928. We took her to Ted Smith, Ballard Marine Railway, who found the hull sound, and built a house on her. We installed a 50-hp Frisco Standard gas engine and fixed her up as a pleasure yacht in 1930. About three years later we replaced this with a 110-hp Superior diesel, which is still in her."

About 1937 the *Lillian D.* was rebuilt at Lake Union Drydock, Seattle. All of the original wood construction was found sound. She is a trim vessel with a fair turn of speed, about 10 knots, and is finished in teakwood and Alaska cedar.

Most unique installation on the *Lillian D. Foss* is a dumb waiter, designed by Mrs. Arthur Foss, which serves the luncheon tables on the sun deck from the galley below.

Royal Vancouver Yacht Club

The new commodore of the Royal Vancouver Yacht Club is Captain B. L. (Barney) Johnson, for years a well known figure in Pacific Northwest shipping circles and a sailor with a distinguished naval record in World War I.

He succeeds T. W. Ayres. Vice commodores are E. A. Towns and Harold A. Jones. Rear commodore is W. G. Dolmage; fleet captain, J. G. Williamson, and staff captain, Gordon Oliver.

R. J. Bicknell is honorary secretary, with A. W. Nyblom and H. H. Bird, honorary treasurers. Honorary measurers are B. R. Tupper, E. D. Stone and Dr. R. E. Anderson. Honorary hydrographers are R. W. R. Day and A. H. Jefferd.

Everett to Victoria--Route Of 1950 International Cruiser Race

A new slate of officers and determination of the start and finish of the 1950 International Cruiser Race were the principal items of business cleared at the annual winter meeting of the International Power Boat Association at the Queen City Yacht Club at Seattle, December 3.

Heading the power boat group for 1950 are Dale Cogshall, Queen City Yacht Club, president; Frank Walters, Tacoma Y.C., vice-president; Dr. Gordon Lindblad, Everett Y.C., treasurer, and Jack Vincent, Everett Y.C., secretary. They succeed Ray Hart, Bremerton Y.C., president; Cogshall, vice-president; F. A. Harvey, Queen City and Seattle Yacht Clubs, treasurer, and Milt Benson, Bremerton Y.C., secretary.

Perhaps the principal business transacted at the annual meeting was the determination of the start and finish of the 1950 International Cruiser Race. The Everett Yacht Club was unanimously chosen by the assembled delegates, representing 17 yacht clubs of Oregon, Washington, British Columbia and Alaska, as the starting point of the coming race. The Royal Victoria Yacht Club made a successful bid for the finish of the 1950 event. While the race would appear to be shorter than former courses, it was pointed out that numerous alternate routes are present for the race and that in all likelihood the 1950 race will be one of approximately 150 miles.

The Alaska Race is also a possibility again this year, with the delegates voting to again sponsor this long distance event. The actual

running of the race will be contingent upon securing enough contestants for proper staging of the event. Ray Hart was named chairman of a committee to arrange for the Alaska Race.

Indicative of the growth of power cruiser racing in the Northwest is the membership role of the International Power Boat Association. Prior to the meeting in December, 13 clubs of Washington and British Columbia were affiliated. Four new clubs were unanimously elected to membership. Brought into the groups were the Portland Yacht Club, Portland, Oregon; Rainier Yacht Club, Seattle; Juneau Yacht Club, Juneau, Alaska, and the Prince Rupert Yacht Club, Prince Rupert, B.C. These clubs join a group composed of the Bellingham Y.C., Bremerton Y.C., Burrard Y.C., Everett Y.C., Nanaimo Y.C., Olympia Y.C., Queen City Y.C., Royal Vancouver Y.C., Royal Victoria Y.C., Seattle Y.C., Tacoma Y.C., Capitol City Y.C., and the Tyee Y.C.

A number of changes in the rules for conduct of the 1950 race were presented by Dr. Leslie Marshall, Burrard Y.C., chairman of the Judges Committee, and Dale Cogshall, former chairman of the Rules Committee. Rules for the 1950 race will be presented at a spring meeting.

Following the meeting at the Queen City Yacht Club, delegates and their wives enjoyed a dinner and dance at the Seattle Yacht Club. At this time, award of prizes for the 1950 International Cruiser Race was conducted.



1950 officers of the International Power Boat Association. Left to right, Dr. Gordon Lindblad, Everett Yacht Club, treasurer; Frank Walters, Tacoma Y. C., vice-president; Dale Cogshall, Queen City Y. C., president, and Jack Vincent, Everett Y. C., secretary.

Region 11 Outboarders Survive Year of Spills

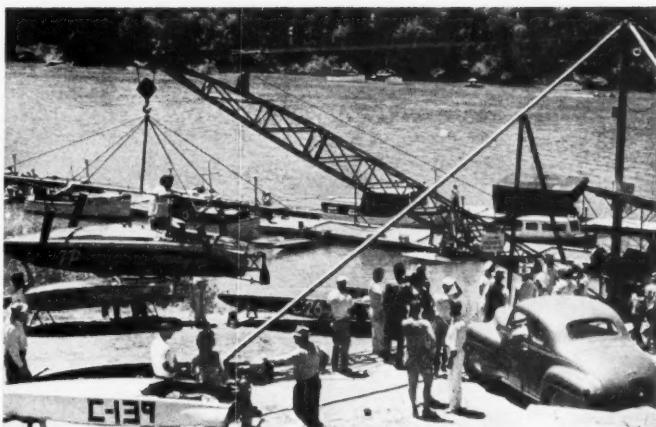
PEACE and quiet of eleven cities was shattered on twelve Sunday afternoons by the high pitched whine of outboard racing engines during the past racing season in Region 11 which encompasses Northern California and Nevada.

The opening race of 1949 was April 10 at Coyote Dam near Gilroy and on subsequent Sundays waters near Fresno, Oroville, Stockton, Sacramento, Hawthorne, Nevada, Marysville, San Francisco and Lodi were given their annual churning. In addition regattas held at Redding and Berkeley for the first time in several years made the racing schedule a full one until the closing championship event at Lake Miller-ton on September 5.

This year the recently organized utility classes were expected to provide competition in which novices could gain experience and graduate into the professional racing events as held in the above cities. The few west coast utility races so far have not served this purpose. Accordingly highly successful races open only to novices were held in addition to the professional events at Lodi and San Francisco. Both events attracted promising potential drivers who put on some hotly contested races. The principal thrills however were furnished by the old hands, drivers such as Glenn Burke, Harold Ashley, Frank Nunes, Dick Hulen and the Munsen brothers, who have won so many races in the past ten years even they have lost count.

The outstanding "whing ding" of the year was probably the complete barrel roll of Roy Hanson's F runabout, *Fire Flight*, at Oroville. Spills or crack ups were also furnished through the courtesy of Bill Morton, Bill Lenz, Bud Wiget, Elwood Bobo, Frank Kennedy and others. The most spectacular pile up was at Berkeley where Duke Ellington, Bert Torre and three other drivers came together in the first turn of the C runabout race. In these spills Bill Morton and Hal Peters were the only drivers sustaining more than just injury to their feelings. Bill escaped from a C hydro spill at San Francisco without a scratch but was nearly drowned and hanged when a crash boat attempting to pull his boat to shore got the tow line around his neck.

The governing head and promoter



Shaw's Landing, the home of the Sacramento Speedboat Association on the Sacramento River. —H. A. Thornhill photo.

by Bud Wiget

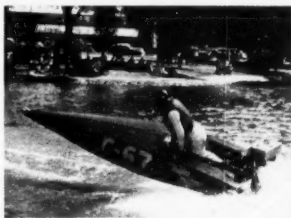
of the racing for the year was Francis "Jack" Dempsey, ex-driver, who held office as vice-chairman of Region 11 and commodore of the Northern California Outboard Association. Jack was ably assisted by secretary Alton West, announcer Al Adamo and vice and rear commodores Joe Gomez and Lester Deno, who together with the several other officials ran each event with fairness and efficiency.

Most likely candidate for hard-luck driver of the season was the Daly City machinist, Ward Angelley, who blew up his engines in six successive starts and then after making the winners' circle at Berkeley on July 4, had the misfortune to lose his racing hydroplane off his trailer while going home on the bay bridge. Tim Reeves also deserves mention for hard luck, iron nerves and good sportsmanship. All were demonstrated when he used his own boat to stop Bud Wiget's

driverless hydroplane, which was running wild on the Marysville course, averting a possible serious wreck but sufficiently damaging his boat so as to prevent him from racing during the meet.

The drivers and race followers learned with regret that one of the coast's great driver, Hal Peters, had retired from racing, after twelve years, following an accident which severely lacerated his arm at Stockton. Also announcing retirement is the colorful "Racing Jack" Biagio of San Francisco.

The winners of the area's various high point trophies will be officially announced at the annual banquet and meeting to be held in Oakland. They are expected to be as follows: Class A hydroplane—Ethel Wiget; Class C hydroplane—Glenn Burke; C Service hydroplane—Bud Wiget; Class F hydroplane—Tom McVay; C Service runabout—Duke Ellington; C Racing runabout—Manuel Jacinto; Revite Piston high point trophy—Bud Wiget.



High point trophies were awarded to Duke Ellington, Napa, Calif., (left) and to Bud Wiget of Concord, Calif. —H. A. Thornhill photos.



The *Paco* is shown leaving the Sausalito Shipyards for its first run through the Golden Gate.

Boat-of-the-Month--

The Luxurious 104-Foot Yacht "Paco"

R. A. BERNOT of Mexico City some months ago started a search for a luxury pleasure craft for cruising and fishing in the deep sea waters off the western coast of Mexico. Bernot, president of the Mexican construction firm of Mexicana Dragado SA, wanted means of enjoying the fishing for marlin, sail fish, and tuna that abound in those warm semi-tropical waters. He sought a vessel that was roomy, seaworthy and comfortable.

His search turned north. Some months ago he discovered an army air-sea rescue boat, 104 feet long, at the Fulton Shipyards, Antioch, Calif. Converted to a pleasure craft according to Bernot's wishes, she was launched recently by the Sausalito Shipbuilding Co., Sausalito. With the flag of Old Mexico snapping proudly in the breeze, she headed for her home port of Acapulco with her new name, *Paco*, painted on her bow.

The metamorphosis of this wartime chore boat to one of the most luxuriously-appointed motor yachts on the West Coast began when Bernot contacted the San Francisco naval architectural firm of Pillsbury and Martignoni. The hull of the air-sea rescue boat was found to be of the desired size. The contract for con-

verting her was given to the Sausalito Shipbuilding Company, and the architects were given a free hand in equipping and outfitting her.

The original army air-sea rescue boats were 104 feet, 9 inches L.O.A., 19 feet, 1-inch beam, and 5 feet, 3 inches draft. The frames are of bent oak, while the hull has 1½-inch fir planking, with steel bulkheads, and the boats were stiffened with longitudinal steel girders.

The basic hull plan was left unchanged in the *Paco*. A bulwark the full length of the vessel was added, and the house was extended aft to provide the full accommodations for 16 guests, which Bernot desired.

Aft of the original pilot house is the dining saloon, paneled in walnut, and seating 16 people at two tables. Food is sent up to a buffet and bar from the galley via dumb-waiter.

To reach the main saloon, one passes down an alleyway, past a large storage locker, and lavatory room. The owner's stateroom is most roomy, with two full size twin beds and a divan. Like the main saloon, it is also paneled in walnut, and has its own shower, lavatory, and toilet facilities, as well as dressing table and writing desk. It, too, is carpeted from bulkhead to bulkhead.

Aft are other guest accommodations in comfortable cabins. Aft of the main saloon is the large cockpit, with leatherette covered kapok cushions running around all three sides. They may be covered with a canopy.

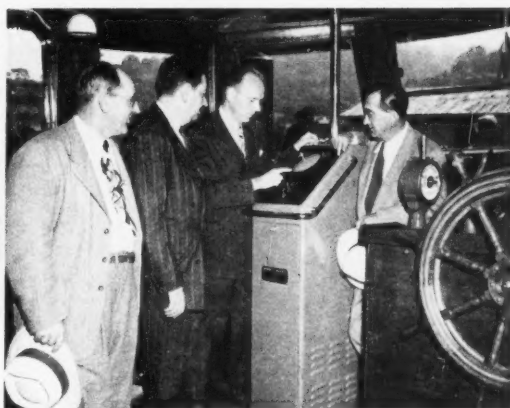
In the stern of the craft are two staterooms for three people each. These are also carpeted, and furnished with a dressing table and a writing desk. Each has its own shower, toilet and lavatory.

In the fore'sle are quarters for the crew. The skipper, Capt. Adrian Valades L., and the chief engineer have a stateroom each and share a shower and a toilet. There is also a shower and toilet for the other crew members.

Topside is carried a 19-foot Higgins runabout powered with a 125-hp Graymarine engine, and also a 16-foot inboard skiff.

American Marine paints have been used throughout the ship, with Triple C on the bottom. Fittings were largely provided by Weeks-Howe-Emerson. A Cunningham air horn is mounted topside.

Paco has a speed underway of 15 to 16 knots with her two General Motors Detroit diesel twins developing 400 hp each through 3½-to-1 reduction gears. Power while troll-



The *Paco* is luxuriously furnished. At left, guests enjoy the hospitality in the main salon. At right, standing before General Electric's "packaged unit" radar are (left to right), Ernest Collins, general manager of the Sausalito Shipbuilding Co.; R. A. Bernot, president of the Mexican Dragado S.A., Mexico City, owner of the boat; Charles T. Maist, G-E Electronics Dept. sales engineer; Maurice Antoine, electronics manager for Ets-Hokin & Galvan, who installed the equipment.

ing is provided with a single 225-hp GM Detroit diesel with a 1½-to-1 Twin Disc reduction gear. Auxiliary power is provided by two 20 kw GM Detroit diesel auxiliaries. Engines turn Michigan propellers in Goodrich Cutless bearings.

In the engine room also is a steam heating unit for the ship, two Ets-Hokin & Galvan battery charging panels, one for 110 volts and the other for 24 volts, and the 110-volt Exide batteries, both furnished by Ets-Hokin & Galvan, who did all the electrical work on the conversion.

Fuel capacity of the *Paco* is 3,600 gallons, with 1,600 gallons of water. Cruising range is 3,000 miles.

No expense has been spared to give *Paco* all the newest electronic aids to navigation. In the pilot house is a General Electric Navigator radar, an EHG 65-watt radio tele-

phone, and a Photo-Electric Pilot, also purchased from and installed by Ets-Hokin & Galvan. Other instruments are a Kelvin-White Constellation compass, a Submarine Signal Company "Fathometer, Jr.," and a Stewart-Warner instrument panel.

Comfort will be provided to both guests and crew by three air conditioning machines which force air of the desired temperature to every compartment in the *Paco*.

Fire protection is provided by a Walter Kidde Luxomatic stationary fire extinguishing system as well as numerous CO-2 hand fire extinguishers.

Corsair May Be Salvaged

Salvage of the 343-foot luxury yacht, *Corsair*, still is possible, Pacific Cruise Lines, Seattle operators of the vessel, announced in early

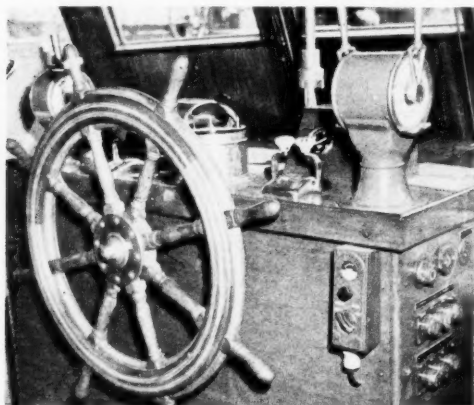
December. Walter L. Martignoni, a San Francisco salvage expert, has submitted his report and a decision of the insurance underwriters is expected soon.

The vessel was beached November 11 near the Mexican harbor of Acapulco after striking a rock.

Rubold Buys 17th Boat

Walter Rubold, San Francisco, member of the San Rafael Yacht Club, has purchased his 17th boat—this time a 34-foot Stephens Deluxe cruiser from Bauman Bros. & Miller, Sausalito. The craft is powered with twin Chrysler Crowns with 1½-to-1 reduction.

Other new Stephens cruisers have been delivered to C. C. Keeney, San Francisco, and J. Swanker, Stockton.



Equipment aboard the *Paco* includes a Photo-Electric Pilot (lower right in left photo) and a Kelvin-White Constellation compass. At right is shown Capt. Adrian Valades L. at the Submarine Signal Company Fathometer Jr. and the Ets-Hokin & Galvan 65-watt radiotelephone.



Hank Tries a 'Toro

by Doris Stoughton

THE *Pilikia* was tucked in her usual berth. It was a hot day and her awning was up, slightly askew, giving her the look of a gay old rake.

Hank was sprawled in the after cockpit negligently toying with a piece of old line with his bare toes.

The Waikiki Yacht Club basin was filled with tiny 8-foot boats with hulls and sails of every color. The Junior El Toro fleet was out in full hue and cry and Hank was indulging in his favorite outdoor sport of watching and shouting advice at the top of his lungs. He glanced down. For once, he thought, Timmy had remembered. The dinghy, *More Pilikia*, lay smartly alongside, oars shipped, ready for the towing job as soon as one of the little buckets flipped over in the breeze. Though likely as not by the time Timmy arrived, the intrepid, if diminutive skipper would have the mast out and secured and with the painter in his teeth would be heading for the dock to bail her out and start all over again.

Hank nodded vigorous approval as a small red-headed, freckled-faced youngster neatly chopped off a tow-head in a flaming orange 'Toro, stole his wind and sailed on past.

"Sheet her in son," he bellowed as the red-head steamed by.

Hank's word was law with the kids so the little guy strapped her down, but he was light and at that moment the capricious wind decided to become a gale and over he went green sail and all.

Hank swore softly to himself then bawled for Timmy. "Man overboard. Man the lifeboats!"

But Timmy, wise in the way of Toro skippers had a little trouble untying the dinghy and by the time he was ready to go the youngster had the boat alongside the *Pilikia*.

Timmy and Hank helped him right it, bail it out and step the mast. The wind had died to a whisper now and the wet green sail flapped gently.

"Come aboard and set," invited Hank reaching a hand to the boy.

By that time the rest of the gang had converged on a given point and the sedate black hulled *Pilikia* looked like a huge black mynah bird surrounded by brightly colored butterflies—their vari-colored wings flapping gently.

They swarmed aboard the *Pilikia* when Hank shouted for them to come aboard for cokes. Finally, having settled them, only a few left swinging from the rigging, he proceeded to go straight down the line, telling them, kane and wahine alike just what was wrong with their sailing.

They listened attentively for awhile; no sound save Hank's voice and the familiar burble as straws found the last drop of coke in the bottom of the bottle.

Suddenly one of them had an inspiration. "Hank! You sail one and SHOW us how."

Hank glared at the youngster and kept on talking—but the damage was done.

"Aw, c'mon Hank, you aren't afraid of a little ol' 'Toro are you?"

Indignantly he reminded them that he had been sailing some sixty-odd years. "Besides," he said, "there ain't enough wind."

He was immediately shouted down. "Wouldn't be nothin' for me to sail those little buckets anyhow," he protested. "Did I ever tell you about the time I wuz shipwrecked off the old *Angelina*?"

He was greeted with a chorus of "Yes's." "Hank's afraid he'll tip over," chanted one of those charming youngsters.

Hank fixed the offender with a glare that would have quelled the toughest bucko mate afloat; arose and untied the painter of the nearest 'Toro. It was an artistic job—fire truck red with a bright blue sail. He settled himself with what dignity he could muster, considering the somewhat cramped quarters, sniffed the wind and majestically sailed away—but not before he saw Timmy step into the dinghy and unship the oars.

The kids made a concentrated dash for their boats, the one whose 'Toro Hank had taken riding double with one of the girls. The fickle wind had decided to pick up a little and the kids being used to the just as fickle little 'Toro soon caught up with him down by the reef and were doing nip-ups around him.

"Sheet her in, Hank." "Strap her down and let her rip." "Sit farther back Hank." "Don't let her heel so much, Hank." They were having a Roman Holiday.

Hank, beginning to get the feel of the lively little bucket, was grinning from ear to ear. He noted with satisfaction that Timmy had shipped the oars again.

"Dingety-danged fool thought I wuz gonna tip over", he screeched happily to the kids.

A gust of wind struck with devastating suddenness and the kids went up on one side, sheeted out and righted again. Hank instinctively did the same, but an instant slower. The little boat heeled, scooped some water, scooped some more water then slowly flopped over.

The breeze had freshened now and the kids seeing Hank over circled him yelling like a bunch of Comanches. One 210 skipper on the Yacht club lanai was heard to remark to a Star skipper, "If we could sail by reflex like those kids do wouldn't our own races be sumpin'?"

Hank sputtered and fumed for a moment, his aplomb completely shattered, then systematically set about getting the mast out and collecting the rudder and centerboard. About the time he'd start to tie the mast, the center-board would float away and when he swam after it the rudder and mast would float in the opposite direction.

"Now you're legal," shouted the kids, "You can't belong to our Submarine Club 'till you've flopped over."

About that time Timmy arrived and rounded up rudder, center-board and mast, and secured the 'Toro and gave Hank a hand aboard the dinghy.

Grinning Hank waved at the kids as Timmy started back.

"Y' know," he said conversationally to Timmy, "I gotta build me one of them buckets. I plumb forgot to tell 'em before I started that I wuz gonna SHOW 'em what they did wrong. Next time I'll show 'em how to sail right—I hope," he muttered under his breath.

"Auwe!" said Timmy.



Slashing through wind-blown waters of Lake Bonneville are the *Tempus Fugit*, Chris-Craft cruiser owned by Steve M. Vranson, left, and the *Tel Vez*, 33-foot Owens owned by Cliff White. Both are Portland Yacht Club boats.

Lake Bonneville--

Cruising Mecca for Columbia River Craft

LAKE Bonneville, the 50-mile-long pool of water formed by the Columbia River behind Bonneville Dam, is a favorite cruising area for pleasure boats of the Portland vicinity, particularly in the autumn after summer cruising to Puget Sound and the Astoria fishing

by Lawrence Barber

derby is ended and boaters are back at their jobs.

Bonneville Dam is only 40 miles from the Interstate Highway Bridge between Portland and Vancouver, Washington, and 60 miles from the

downtown Portland harbor, so most of the pleasure craft can reach it within a few hours. The faster boats frequently run the full length of the pool to The Dalles and Celilo, while others stop over night at convenient anchorages at Stevenson; in the mouth of Wind River; at Drano



A flotilla of Portland Yacht Club boats lay anchored in Drano Lake, the mouth of the Little White Salmon River, which joins the Columbia 14 miles east of Bonneville Dam.

Lake, the widened mouth of Little White Salmon River; at Underwood, on White Salmon River, or at Lyle, on the Klickitat River, all on the Washington side of the Bonneville pool. Other stops are made at Eagle Creek or Hood River, on the Oregon shore; or at Memaloose Island, the Indian burial ground in the middle of the river 10 miles below The Dalles.

The mountains rise abruptly to an elevation of nearly 5000 feet along the lake, forming an imposing skyline, and are covered with dark green fir trees and bright red and gold wine maples during the autumn. The atmosphere frequently is just hazy enough to add a certain ghostly glamour to the shaded Oregon canyon walls, while the sun and moon play games with the outjutting bluffs and steep sides.

When the wind comes up from the west it stirs the lake into a short, hard chop which adds zest to cruising, and skippers soon learn to pour on the gas and rev up to speeds which cause their craft to slice through these windrows, tossing spray high, wide and handsome.

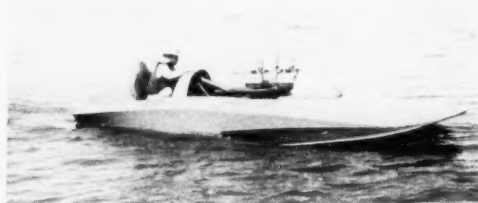
The passage through Bonneville lock, which lifts or lowers boats an average of 65 feet within 15 minutes, is one of the most interesting experiences encountered by boaters and their guests. When the lock is filling, boats are securely tied to floating bollards which rise in slots in the walls of the lock as the water rises. The incoming flood boils up from the bottom with such force and turbulence that it causes boaters some concern, unless the lock tenders take pity and close the valves somewhat to ease the tide.

The lowering of the water in the 500-foot-long lock is relatively painless, very little disturbance being caused, but the side walls appear to rise surprisingly fast over the heads of boaters being lowered to the river level, which is only slightly more than sea level during the low water periods of the year.

Sarah II Sinks—Rises

No one seems very sure just how or why Chemainus Towing Co.'s 35 foot tug *Sarah II* happened to sink in 25 feet of water alongside the Chemainus, Vancouver Island, wharf where it was berthed, but a prompt salvage job was executed by a pile-driver owned and operated by Victoria Lumber Co., after a diver from Yarrows, Ltd., Esquimalt, had adjusted the rigging for raising the vessel to the surface. *Sarah II* was used chiefly for boom towing.

New World Speed Records Set By Southern California Club



Fred Mulkey (left), high point winner of the Los Angeles Speed Boat Association. Right, Ollie Prather, winner of the 225 cubic inch class high point trophy presented by the Southern California Speedboat Club. —Randell photo.

AT trophy presentation time in Southern California, speedboat men and women took a good look at the year of 1949 and liked what they saw.

Dr. L. Novotny, ex-commodore of the Southern California Speedboat Club, was proclaimed winner of the all high point trophy for all classes of winners in the state of California. His *Cherub II* rated 3,769 points to win this trophy.

Southern California Speedboat Club members now hold eleven world records in inboard racing. Here is the honor roll of SCSA record holders at the close of the 1949 season: Roy Skaggs—135 competition; Roy Skaggs—135 straightaway; Rich Hallett—225 (Div. II) competition; Paul Sawyer—225 (Div. I) straightaway; Dr. L. Novotny—PODH straightaway; Dr. L. Novotny—PODH competition; Ralph Phillips—Cracker Box competition; Glenn Miller—Cracker Box straightaway; Buddy Comest—Class E straightaway; Art Maynard—Class E competition.

Within the club itself these are point winners in their classes: Reathel Bush, *Scamper*, 135; Elmer Cravener, *Pudgy*, PODH; Albert Menkens, *Plastigo*, E Racing; Ollie Prather, *Lil Injun*, 225; Ralph Phillips, *Dragon Behind*, Cracker Box.

The Los Angeles Speedboat Association, headed by Marvin "Slim" Boettger, presented its Commodore's Trophy for outboard racing to Fred Mulkey, who with 6,698 points, rated the most points in the entire membership. Pacific Coast champions from the club include Boots Morphy, M-hydro; Tommy Ingalls, A-hydro; and Elgin Gates, Needles, Calif., B-hydro.

Other LASA point winners include: M-hydro, Boots Morphy; A-hydro, Fred Mulkey; B-hydro, Elgin

Gates; C-racing hydro, Tommy Ingalls; C-service hydro, Leonard Gates; F-hydro, Ray Harris; C-service runabout, Manuel Carnakis; C-racing runabout, Lewis Morphy; and F-racing runabout, Ken Jolley.

Tommy Newton, member of the LASA, has set a new one-mile record with his C-Service runabout *Miss Santa Barbara*; in five-mile competition, two club members, Bud Wiget and Joe Proctor, have set new records in C-Service hydro and C-Service runabout respectively.

New officers for 1950 have been elected by the LASA. They are Marvin "Slim" Boettger, Arcadia, Commodore; Lee Cochran, Los Angeles, vice commodore; Henry Trabucco, L. A., rear commodore; Race Chairman, Ed Craven, Pasadena; Doris Holder, Pasadena, secretary-treasurer.

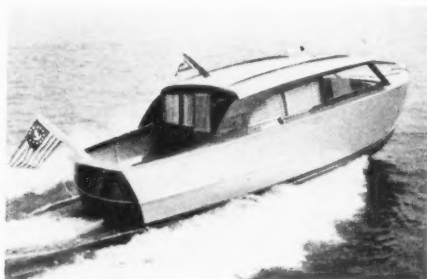
Dexter (Deck) Blindbury of Alhambra, succeeds Roy Skaggs as 1950 commodore of the inboard Southern California Speedboat Club. Other officers named in the new slate are: Bob Sykes, Long Beach, vice commodore; Datson Place, Pasadena, rear commodore; Gerry Place, secretary, and Renny Ludlum, treasurer. An editorial committee of Mary Powell and Gerry Place will edit the club publication *Bilge Rag*. The new commodore handles the hydroplane, *Destry*.

Swan on Seattle-Manchester Run

A San Francisco water taxi now sees daily service on Puget Sound. The 48-foot *Swan*, powered with a 165-hp General Motors diesel, runs daily between Manchester and Seattle on a commuters schedule. She is operated as the Spring Street Water Taxi Co., Seattle, a partnership of Joe Boles and Lynn Campbell.

Compare!

NEW
26' **OWENS**
FLAGSHIPS



Big Boat Roominess

- More room and conveniences in the "convertible living room" cabin.
- Good ventilation with opening windshield.
- Private toilet and dressing room.
- Attractive oversized galley with twin sinks, commodious 100 lb. ice box and dish rack.

More Heavy Construction

- Heavy seam battens $\frac{7}{8} \times 2''$.
- Heavier and closer spaced white oak main bottom framing.
- Heavier intermediate framing on 7" to 8" centers.
- Bronze underwater hull fittings.

High Speed in Rough Waters

- Deep V, high chine hull to minimize pounding.
- Higher freeboard for dryness.
- Greater beam for safety.
- Duraform double-planked hull similar to Navy landing craft.

Super DeLuxe Styling

- Graceful hull and cabin lines with gently sweeping sheer.
- Beautifully formed stern.
- Refined, satin finished hardware.
- Polished mahogany side decks, cabin sides, transoms and interior trims with colorful upholstery and heavy linoleum floor coverings.

See For Yourself • See Your Owens Dealer • Watch For Our Next Advertisement

Boatings Finest Buy!

OWENS YACHT COMPANY

BALTIMORE 22

91 Stansbury Road

MARYLAND

Available on the Pacific Coast from:

DEFEW BOAT MART
1800 Rosecrans Blvd.
San Diego 6, Calif.

LEE McCUDDY'S COLUMBIA MARINA
2901 N. E. Marine Drive
Portland 11, Oregon

GALBRAITH-OWENS YACHT SALES CO.
1821 Dock Street
Tacoma 2, Wash.

WASHINGTON BOAT CENTER
705 E. Northlake Ave.
Seattle 5, Wash.

H. J. GUSTIN
37 North 13th St.
San Jose, Calif.

FISHING SUPPLIES
MARINE HARDWARE
NETTING and TWINE
CORDAGE



Pacific Marine Supply Co.

Quality Merchandise and Prompt Service

SHIP SUPPLIES
GAS ENGINES
ENGINE and ELECTRICAL
ACCESSORIES

A HOLIDAY MESSAGE

Eleven times a year we use this space to tell you what we have to sell.

This twelfth time we simply want to thank all of you with whom we have done business during the past year.

For all of us at Pacific Marine Supply Co., may I express the earnest hope that your Christmas will be a most happy one, and that the coming year will bring you and yours a fair share of the good things of life.

Sincerely,

PACIFIC MARINE SUPPLY CO.

A handwritten signature in cursive script, reading 'E. Cunningham'.

E. Cunningham,
President

Among the Bread-Earners

with Scuttle Butt Pete

Two Puget Sound Veterans . . . Captain Peanuts and the "Wallace Foss"



Wallace Foss — more power and a new skipper.

IT TOOK half a century and a brand new diesel to bring the *Wallace Foss* and Captain Peanuts together after a long career afloat on Puget Sound. When the *Wallace Foss* was repowered last summer, it was Captain Peanuts whom the Foss Launch and Tug Company, Seattle, called upon to operate the boat.

The combination is unbeatable. Captain Peanuts is one of the most careful towboat skippers on the Sound, and with her new engine the *Wallace Foss* is one of the most economical vessels of the Foss fleet, shuffling barges and oil tankers up and down the Sound.

One major oil company, some years ago when diesels were new to the trade, specified that Captain Peanuts handle all their oil barges.

The new engine is a Buda 6-DCMR-1879 diesel, equipped with a supercharger, with a rating of 219 hp at 900 rpm continuous. Through a Twin Disc 3-to-1 reduction she swings a 16x38 wheel, and the *Wallace Foss* jogs along 5 or 6 mph with empty tows and about 3 to 3½ mph loaded.

She carries a crew of four and has comfortable accommodations. She is

a trim vessel, 63 feet overall, with 14.7 beam and 6.5 feet draft.

Old timers can remember when Captain Peanuts went to work for the Foss company back in 1901. He was just plain Haaken Berg, then, before his continual trips to the candy store for the roasted goobers earned him the nickname for which he is known from the San Juan Islands to Shelton.

In the early days the Foss company operated 6, 8, and 12 hp launches, open boats, equipped with top and canvas curtains. These shuttled between ships and shore, ran excursions, or took doctors on emergency trips to islands nearby.

For six years Captain Peanuts was a familiar sight in Tacoma Harbor, standing astern in a canopied launch with a foot against the clutch and a hand on the wheel.

In 1907 Captain Peanuts left Foss, ran private yachts for several years, engaged in offshore halibut fisheries for six years, and worked the towboat game for some time until he rejoined Foss in 1925. He put in a 10-year stint on the *Foss 19*, and was captain of the *Hildur Foss* for four years previous to his new command on the *Wallace Foss*.

The *Wallace Foss* was originally commissioned as a steamboat, known as the *Oscar B*, and was put into service by the Blekum Towboat Company of Seattle in 1899. All parts of her hull have been renewed so often she has the equivalent of a new hull.

Captain Harold Blekum, 84, and now retired, recalls the early history of the *Wallace Foss*. "She was built in Oldtown, Tacoma, in 1897. She was half-finished when my partner and I first saw her and was designed as a passenger boat. Before she was finished we had her converted as a tug and powered her with a fore-and-aft compound steam engine which developed about 125 horsepower.

"The *Oscar B* was flagship of the Blekum Towboat fleet until 1911 when she was sold to Charles Fowler, a Seattle engineer, who in turn sold her to Captain Pearson of Thompson & Pearson, Everett, Washington.

"Several years later she was purchased by Al Rouse of the Rouse Towing Company, Seattle, and renamed the *Rouse*. She was changed from steam to diesel at that time and operated by Rouse until the firm was acquired by Foss in 1919."

The Foss company continued to operate the vessel as the *Rouse* for many years in memory of the late Alving G. Rouse until about five years ago when the vessel was renamed the *Wallace Foss*.

"You say that Captain Peanuts is now running the *Wallace Foss*?" Capt. Blekum queried. "I knew him many years ago. He was a good kid and had the makings of a fine towboat man. He's probably pretty well grown up by now, but these younger fellows will always seem like kids to an old-timer like me."

Bellingham Tug & Barge Sold

The Bellingham Tug & Barge Company, founded more than 30 years ago by Barney Jones, a colorful and lovable Pacific Northwest tugboat operator, was recently purchased by the Foss Launch & Tug Company.

Included in the transaction was the *Intrepid*, one of the last remaining steam tugs on Puget Sound. Other tugs are the *Automatic*, *Barney, Jr.*, *Dividend*, *Prosper*, and *Shamrock II*.

General manager of the organization will be William P. Wood, formerly with the Foss organization in Honolulu. Barney Stewart, known along the waterfront as Barney, Jr., remains with the Bellingham organization.



The 85-foot *Island Dispatcher* has been completely reconditioned and equipped with a 320-hp Atlas diesel engine.

Tug Makes 2000 Round Trips

When a tugboat completes her 2000th trip between two ports, as Kingcome Navigation's *Progressive* recently did, it calls for a celebration, but for Captain John (Ian) Caldwell and his crew the event was just a part of the regular routine. The only formal note of the achievement was made by executives of the parent organization, Powell River Co.

Not only did the *Progressive* complete 2000 trips between Vancouver and Powell River towing news print-laden scows and barges; she had

logged 350,000 miles since 1937.

Powered by a 350-hp Union diesel, *Progressive* is able to boast of a record of real accomplishment during the past eleven years. Her "lost-time" average was only 2.7 per cent, despite the vagaries of west coast waters and weather. In 1943 she maintained every sailing and didn't lose an hour owing to weather conditions.

Progressive was laid down at the old Wallace shipyards, Vancouver, B. C., in 1906. She was converted to diesel power in 1937 and given modern towing equipment.

Unique Gillnetter to Study Sports Fish

THE research boat *Striper* has been commissioned by the California Division of Fish & Game to seek more information on sport fishes in the Sacramento-San Joaquin Delta, Bay area, and outside San Francisco's Golden Gate.

The 28-foot custom-built boat will be used for angler surveys, tagging of salmon and striped bass, pollution control, and general research in inland waters. Another future assignment will be salmon tagging off the Golden Gate.

At a cost of \$7,000 *Striper* was built for the Bureaus of Marine Fisheries and Fish Conservation by the Union Fishermen's Cooperative Packing Co., Astoria, Oregon. She is thought to be the only Fraser River gill netter operating in California and she is probably the small-

est Fraser River gill netter ever built.

One man can operate the boat by means of three complete control stations, and the automatic net return mechanism. Capacity of the drum storage spool is nearly 200 fathoms of net.

With an eight foot beam, the craft draws three feet of water, and is equipped with a self bailing cockpit. She is powered with a 110 Chrysler Crown with 2:56-to-1 reduction gear. Accommodations, galley, toilet, etc., are provided for three men.

Marine Biologist Eldon P. Hughes, a former Navy officer, will operate the *Striper* on its marine fisheries research missions, while Fisheries Biologist Alex Calhoun will take the helm for striped bass investigations for the Bureau of Fish Conservation.



The *Striper*, new 28-foot fisheries research vessel, has a Fraser River type net rig.—Div. of Game Photo.

Victoria Tug Firm Expands

Island Tug & Barge, Ltd., will soon be moving into its fine new offices and using its enlarged dock facilities in Victoria, B. C., harbor.

Property acquired by the company and being converted to its new use comprises waterfrontage on the inner harbor above the Johnson Street bridge extending about 700 feet along the shoreline with a depth of about 300 feet.

The new dock, of rather unusual construction and featuring the use of steel pontoons, will be about 400 feet long. The pontoons, each 14½ feet long and 8 feet in diameter, capable of holding more than 20 tons, were formerly used as boom defense buoys along the British Columbia coast during the war and they were bought from Canada's War Assets Corporation. The pontoons are being spaced about 30 feet apart in the building of the dock.

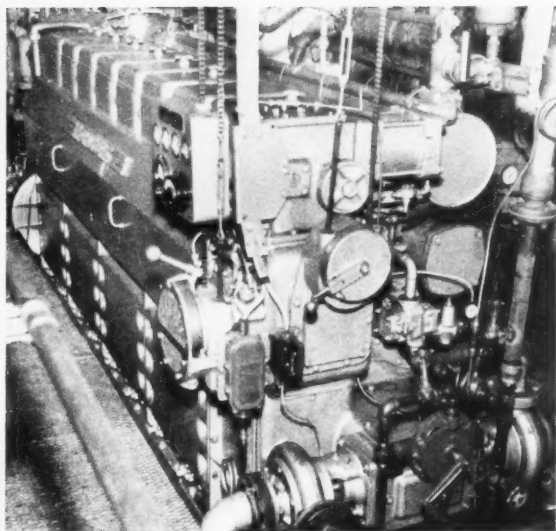
Island Tug & Barge fleet now consists of 14 towboats of which the latest addition is *Island Dispatcher*, formerly the U. S. boat, *Almara*. The company also operates 10 large barges, derricks and salvage equipment. The company, headed by Harold B. Elworthy, managing director, does a general coastwise and deepsea towing business and recently executed a record long-distance tow from Seattle to Buenos Aires.

For the past 15 years the company has operated from the docks owned by Evans, Coleman & Johnson near the post office, but it has required more space for expansion. The new location will offer scope for a large office building, warehouse and railroad spur line, as well as the dock.

Cliffe Heads B. C. Tug Firm

Hugh Cliffe, who has been a logger most of his life, is the new manager of Canadian Tugboat Co., subsidiary of Canadian Western Lumber Co., Vancouver, B. C. Except for the fact that he'll be making his headquarters on the mainland instead of Vancouver Island, the switch in jobs won't be difficult for him because Hugh has been close to the towboat business for a long time.

Canadian Western gets most of its logs from Vancouver Island, where its logging subsidiary, Comox Logging & Railway Co. operates, and as both the parent company and the subsidiary are giants in their own right the log-towing phase of the business has become pretty big, too.



The 101-foot tuna seiner *Sun Beam* is now powered with a Nordberg Model FSM98RSC diesel engine, the first such installation in a Western fishing vessel.—Hoffpauir photos.

New Type Nordberg Diesel Installed in Tuna Seiner "Sun Beam"

A POWER installation of note was announced recently with the repowering of the 101-foot tuna purse seiner *Sun Beam* with the new Nordberg FSM 98RSC diesel engine—the first such installation in a Pacific Coast fishing vessel.

The *Sun Beam* is owned by Capt. Mike Elich, San Pedro, along with Dominic Roki and the Sun Harbor Packing Company. She was built in Oakland and was formerly known as the *J. A. Martinovich*.

Installation of the new Nordberg diesel was supervised by Charles Cox of San Francisco, Pacific Coast manager, Nordberg Engine Co. Cox explained the new power application as follows:

"The Nordberg FSM 98RSC diesel engine recently installed in the tuna seiner *Sun Beam* is an application worthy of note. The engine is an 8-cylinder, 9-inch bore, 11½-inch stroke, 4-cycle, turbocharged unit rated 600 hp at 680 rpm and delivers its power to a Doran 82-inch propeller through a Caporal heavy duty reduction gear at 270 rpm.

"This is the first installation of Nordberg's postwar FS-9 design in a West Coast fishing vessel and represents a somewhat new approach to fish boat power plants. Turbo-

charging with the Elliott Bucchi system provides high power output in small size and low weight. Medium engine speed contributes further to this desirable quality and by use of a heavy duty reduction gear these advantages are combined to get maximum propulsion efficiency from a large, slow turning propeller.

"The engine, its attached auxiliaries and the reduction gear are built as a unit. The engine and gear are mounted as a unit on the engine timbers and a flexible coupling between engine and gear eliminates any misalignment trouble frequently encountered on wooden vessels. The gear is of particularly rugged construction—herringbone pinion and bull gears transmit the power and these are carried on anti-friction bearings of large size to insure alignment and long life. Propeller thrust is taken by a Timkin thrust bearing built into the reduction gear case.

"Particular attention has been given by Nordberg to the maneuvering and starting control. Reversing and starting are controlled by one lever which permits the engine to be extremely economical on starting air. A second lever controls fuel from minimums to full speed and by this means the oper-

ator may start slow or fast as the particular occasion demands.

"Nordberg's new line of FS-9 and 13 engines covers a range of 125 to 1200 hp with the units available normally aspirated or turbocharged and either with or without reduction gear. All engines are suitable for operation on heavy cheap fuel—a very important consideration in these days of high cost diesel fuel."

Sun Beam is also equipped with three GM 60-kw auxiliaries. She carries a 250-watt radiotelephone, a Fisher direction finder and a Sperry Mark 14 gyro-compass pilot. For operation of her tuna seine net she has a Northern 250-S winch. The engine installation was made at the Todd Shipyards, San Pedro.

Speeding to Be Curbed

Attorney General Howser, California, on September 28, requested all sheriffs and police chiefs in the southern state to curb speeding of powerboats on state waterways. Under current laws "powerboats must be operated at a speed not in excess of five nautical miles an hour within 100 feet of any person engaged in the act of bathing." The same speed limit is enforceable in the case of motorboats within 200 feet of a bathing beach, swimming float or other areas where bathers gather.

WHAT MAKES A GREAT BOAT SHOW



2.

GEAR...

Newest in Diesel and gasoline engines, electronic devices, depth finders, automatic steering, radio-telephones, direction-finders, hydraulic controls... and the hundred and one pieces of gear that make pleasure and commercial boating more profitable, comfortable, economical, and safe.

1.

BOATS...

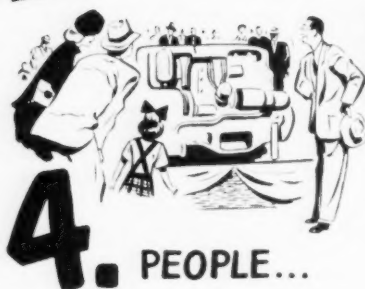
Here they are! More than an acre of new cruisers, sailboats, fishboats, runabouts, workboats... everything from a dinghy to a luxury yacht!

3.

SHOWMANSHIP...



Ask the crowds who come! Just 4 short years ago this show was born in a leaky tent. Now it jams more than 50,000 persons into the huge Seattle Armory—sets the whole town talking for 9 days running!



4.

PEOPLE...

Yachtsmen... outboard fans... fishermen... tugboatmen... thousands of active marine buyers... real proof that the Pacific Coast enjoys the highest per capita boat registration in the world! 49,000 numbered, documented, privately-owned boats in the Seattle customs district alone!

It's Bound To Be A Great



NEW SEATTLE ARMORY • FEB. 18-26

Sponsored by the Northwest Marine Industries, Inc.

Guy Williams, Managing Director, 2226 3rd Avenue, Seattle 1, Wash., MUtual 0363.

Seattle Boat Show Boasts Impressive Exhibitor List

SEATTLE'S mammoth Field Artillery Armory will bulge with marine exhibits during the nine-day run of the Fourth Annual Boat Show, February 18-26. John MacNichol, boat show committee chairman of the Northwest Marine Industries, Inc., sponsors of the exposition, reports.

Advance space reservations have already jammed the acre-and-one-quarter of main floor space and forced the show management to contrive displays on the balcony level.

Early space reservations have been made by:

Albina Engine & Machine Works, Portland, Ore.; Associated Northwest Johnson Dealers; Atlas Imperial Diesel Engine Co.; Ballard Pattern & Brass Foundry; Bludworth Marine; Bryant's Marina, Inc.; Buda Engine & Equipment Co.; Coast Guard Auxiliary; Chambers & Franck; Cummins Northwest Diesel Sales, Inc.; Cunningham Manufacturing Company; DuPont, E. I. deNemours & Co., Wilmington, Del.; Evans Engine & Equipment Company.

Everett Marine Sales & Service, Everett, Wash.; Fisheries Supply Company; Franklin Boat Works, Edmonds, Wash.; Fremont Electric Co.; Gardner Distributing Co.; Gerschel, Arthur, New York City; Gow, Alexander Co.; Grandy Boat Company; Industrial Distributing & Service Corp., Portland, Ore.; Instrument Laboratory; International Paint Co.; Jabsco Pump Co., Burbank, Calif.; Jules Engine & Equipment Co.; Kolstrand Manufacturing Co.

Lake Union Boat Sales; Lake Washington Yacht Basin; Marina Mart; Marine Digest, The; McChesney Boat Works; Monk, Edwin, Naval Architect; N. C. Marine; Nordby Supply Co.; Northwest Instrument Co.; Olympic Boat Sales; Pacific Boat Sales & Service; Pacific Marine Engine; Pacific Marine Supply Co.; Pacific Motor Boat; Port of Seattle; Radio Telephone Service; Radiomarine Corporation of America.

Reinell Boat Works; Rupert Hardware Company; Seaborn's Boat House; Seattle Power Squadron; Shain Manufacturing Company; Shell Oil Company; Sperry Gyroscope Co.; Standard Oil Co.; Ste-

phens Bros., Stockton, Calif.; Sunde & d'Evers; United States Navy; Vesaja's Yacht Sales; Washington Boat Center; Washington Stove Works; Wix Cooler Company.

What Kind of Wood?

Wooden piston rings are the latest example of Alaskan ingenuity in making temporary repairs to marine engines. Jerry Bryant, Pacific Northwest distributor for Evinrude, has a sample in his museum which was used successfully on a Speed-twin.

The story originates with Robert Compeau of the Marine Sales and Service Company in Fairbanks, Alaska, who found the improvisation while repairing a motor.

"One of his good customers, a



native trapper, was in a bad way last fall," Bryant said. "He was approximately 200 miles from Fairbanks and his motor lost all its power, so he decided to overhaul it. He found it full of carbon with the rings stuck and consequently proceeded to pry them loose. With the usual result, he broke a couple in getting them out.

"But a little detail like this would not stop a good Alaskan native, particularly if he has no desire to spend the winter out on the river. He whittled two piston rings out of a piece of beach wood, installed them in the motor, and ran all the way back to Fairbanks on them."

Winslow Re-elected President Of California Harbors Group

Charles A. Winslow, Winslow Engineering Company, and the founder of the California Marine Parks & Harbors Association, was nominated to continue in office as the president of that group, at a luncheon meeting last month in San Francisco.

It was agreed that by-laws for the association be drawn up for both the northern and southern California units of the association, and it was also agreed that the southern California unit nominate a candidate for president of the association, then both units would vote for a president of the entire California association.

Balboa Yacht Club

Lou Viereck in his "Jerilu" won the Lipton Trophy in the predicted log race for power boats September 20. With only a 0.70 per cent error Viereck won the trophy which was donated in 1932 by Paul Johnson, former commodore of the Balboa Yacht Club, which sponsored the race.

The course ran from San Pedro to the Newport Harbor jetty. Harold Mason in "Idle Hour" placed second, and Harry L. Brittain in "Dana Doy II," third, with 0.93 per cent and 2.50 per cent error respectively.

This race has been run annually, except during the war years.

New Storm King Outboard Cruiser

An 18-foot cruiser has been added to the line of Storm King boats by Morris, Inc., Everett, Washington. This is the largest of the Storm King boats and is designed along the same general lines as the 14 and 16-foot models of the Storm King runabouts and open boats.

With its ample freeboard and planing hull, it is designed to give a soft ride at relatively high speed. It has a plywood hull. She can be purchased as an outboard but is adaptable to an inboard engine.

In its shelter cabin it has berths for two which convert into a dinette which will seat four persons. There is space for stove and toilet if desired.



The new Storm King cruiser is a step-up boat between an outboard and a cruiser.

NOW TWO LOCATIONS

To Serve Our Dealers and Customers

John G. Rapp

COMPANY

SAN FRANCISCO 5, CALIF.
123 Second Street
Phone YUkon 6-4658

LOS ANGELES 7, CALIF.
2023 So. Grand Ave.
Phone PRospect 7709

DISTRIBUTORS

CHRIS-CRAFT
Boats
EVINRUDE
Outboard Motors
KERMATH Marine Engines
PALMER Marine Engines
DUNPHY
Outboard Boats
SMITH
Marine Paints
BOATING ACCESSORIES

EVINRUDE
Outboard Motors
KERMATH
Marine Engines
PALMER
Marine Engines
DUNPHY
Outboard Boats
SMITH
Marine Paints
BOATING ACCESSORIES

YOU ARE ALWAYS WELCOME AT

SAN FRANCISCO'S and LOS ANGELES' LEADING MARINE STORES

MODERN WORKBOATS ARE *Money Makers*

Fellowscraft 60'
Personnel Boat Built
For The Arabian-
American Oil Co.
Designed by
Dair N. Long

FAST, efficient, trouble-free transportation of men and equipment over water is a vital problem of the petroleum industry in many areas throughout the world today. The Arabian-American Oil Company found



Welded Steel Construction—Powered with Twin Diesels—LOA 60', Capacity 81 Persons Cruising Speed 14 Mph.

a time and money saving solution in a fleet of these modern high speed personnel boats built by Fellows and Stewart.

FELLOWS AND STEWART

Designers and Builders of Wood and Steel Workboats Since 1896

TERMINAL ISLAND, CALIF.



MATTHEWS HARDWOODS INC.

Representatives



GEORGE DALY



HAROLD WIRKMAN



NORMAN HOLMES

BOAT LUMBER

Genuine Bending Oak

Alaska and Pt. Orford Cedar Framing and Planking — V. G. Wolmanized Fir Planking

CABINET WOOD

Alder, Birch, Ebony, Gum, Mahogany, Maple, Myrtlewood, Oak, Poplar, Purpleheart, Rosewood, Vermilion, Walnut, Zebrawood

PLYWOOD

Waterproof Birch, Fir, Mahogany

MATTHEWS HARDWOODS, INC.

1158 Leary Way (West 48th St.)

SEATTLE 7

Sunset 7123

"Crystal R" Victor In Portland Power Squadron Log Race

W. LOUIS RUEPPELL, in the Chris-Craft cruiser *Crystal R.*, won the third annual Gilmer trophy predicted log race of the Portland Power Squadron, October 16. He also won the first race in 1947. His percentage of error was only .5119, but he was only a hair ahead of Commander Harold Koppang, who brought his Grandy cruiser *Loafer* across the finish line for a .5225 per cent error.

These close finishes attest to the care taken by the various contestants in figuring their times at the five check points along the 27.9-nautical mile course laid out along the Columbia and Willamette Rivers. Four changes in tidal and current directions and strengths occurred during the period of the race, which served to complicate matters.

The race started at a point on the north shore of the Columbia river about 4.7 miles upstream from the Interstate Highway Bridge, and was run down the Columbia to the mouth of the Willamette, up that stream to St. Johns bridge and back to the starting point. Check points were the Interstate Bridge, and Willamette River light in both directions, and the St. Johns Bridge.

Each boat carried an observer certified by the Power Squadron and placed aboard by the race committee. Coast Guard Auxiliary boats were placed at each check point and reported by radiotelephone the passing times of each contestant to the committee at the Columbia River Yacht Club, where Sam Battaglia, race chairman, posted the times on a bulletin board for members and guests not in the race. This feature was exceptionally popular.

Other leaders in the race were: Past Commander Elwyn Craven, skipping Doug Gerow's *Chiane*, .7996 per cent error; Manuel Glanz, in *Chastina*, .8285; Vern Cartwright, *Nirvana*, .8470; G. Art. Randall, *For-O-Vus*, 1.12. Twelve boats participated.

Olympia Yacht Club

Officers for 1950 of the Olympia Yacht Club, Olympia, Wash., are Lyle L. Iverson, commodore; W. H. Dole, Jr., vice commodore; Frank Culp, Jr., rear commodore; Sam L. Crawford, secretary-treasurer; C. E. Ostrand, house chairman; K. M. Mandley, fleet captain.



Opening of the new Los Angeles branch of the John G. Rapp Co., 2023-5 South Grand Ave. Above, left, the exterior of the new branch. Right, a view of the interior, showing Evinrude and Elto motors and Dunphy boats. Below—present at the opening were, left to right, Jim Webb, director of sales, Evinrude Motors, Milwaukee, Wis.; Kenneth C. Scott, owner, John G. Rapp Co.; Chuck Petrusich, parts and service department; Bob Knudsen, branch manager; Jack Manning, sales department, and Carlton H. Foster, president, Dunphy Boat Corporation, Oshkosh, Wis.



San Diego Yacht Club

From San Diego Yacht Club, Point Loma, to the Coronado Islands, below the Mexican border, in a predicted log race Milton Jackson's *Elaine* proved herself a winner with a percentage error of 2.16. This event of October 2 was the fourth race for the cruiser members of the San Diego Yacht Club, under direction of Capt. Lloyd Gray of the *Grayling*.

Elaine's win in this race places her at the top of the list for points, nosing out *Gallant Lady*, winner of the three previous predicted log races. Burr Carroll's *Spica II* scored a 2.74 percentage error; *Athene*, E. H. Depew, Owens distributor at San Diego, was third place craft with 4.12 percentage error.

Commutes from Catalina Island

Miss Paula III is a new 23-foot Higgins Convertible Sport Speedster delivered to Norman Robinson, Avalon, Catalina Island, by Seacraft, Newport Beach, Southern California distributors. The cruiser, driven by a 145-hp Super-Six Gray engine, with direct drive, is being used by Robinson to commute the 20 ocean miles from Avalon to the Southern California mainland. She has a speed of 40 mph.

John G. Rapp Co. Opens New Los Angeles Branch

"In order to properly serve our Southern California, Arizona and southern Nevada dealers, we have opened a Southern California branch at 2023-25 South Grand Ave., Los Angeles," announced Kenneth C. Scott, owner of the John G. Rapp Co., with headquarters in San Francisco.

"Here in our new Los Angeles branch," said Scott, "will be carried the complete line of Evinrude and Elto outboard motors, Kermath and Palmer marine gas and diesel engines, Dunphy outboard boats, Edward Smith marine paints and varnishes, and a comprehensive line of marine supplies and equipment."

Bob Knudsen, who has been with the John G. Rapp Co. for many years has been appointed manager of the branch.

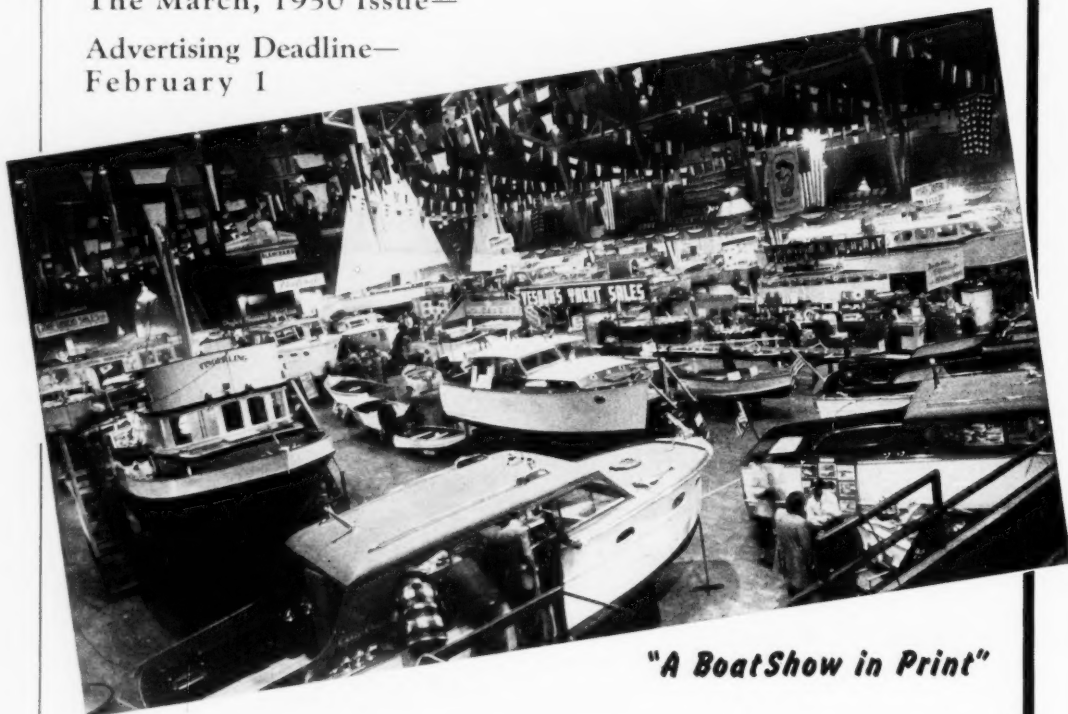
The new Rapp company branch occupies a new building, which has excellent customer parking facilities available. There are also facilities for servicing outboard motors, and a complete stock of outboard and inboard marine engine parts will be carried.

PACIFIC MOTOR BOAT'S

Pacific Coast Boat Show Number

The March, 1950 Issue—

Advertising Deadline—
February 1



"A Boat Show in Print"

The Pacific Coast Show Number brings to readers and advertisers alike all that is new in boats, engines and marine equipment—1950 lines that will be seen in the national and Pacific Coast Boat Shows.

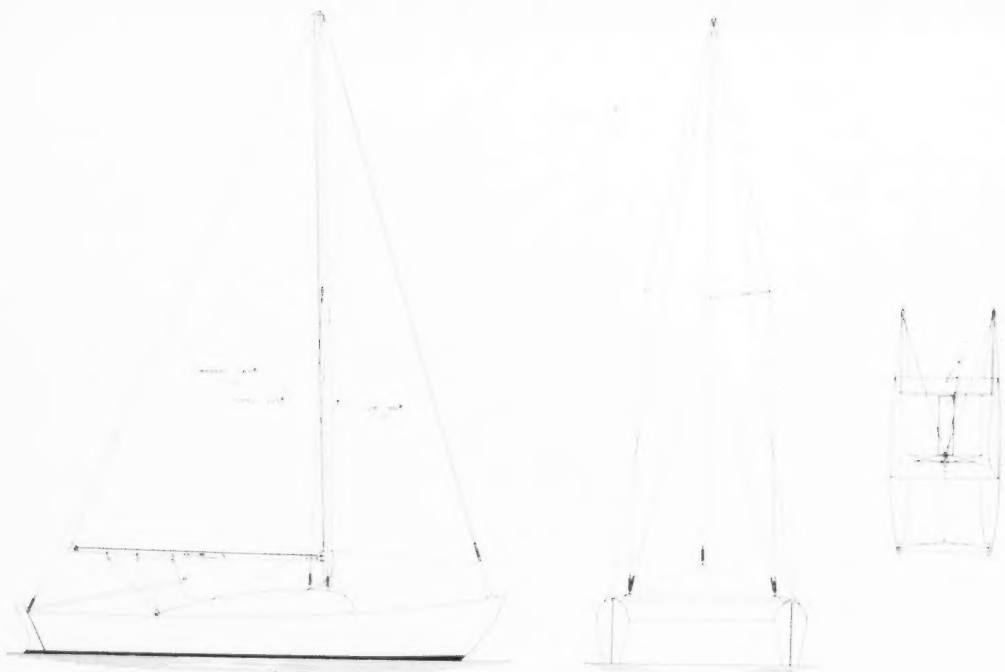
Now Is the Time . . . This Is the Place

Space Reservations Taken Now!

PACIFIC MOTOR BOAT

SEATTLE • PORTLAND • SAN FRANCISCO • LOS ANGELES • VANCOUVER, B. C.

Publishing Office—71 Columbia, Seattle 4, Washington



24-Foot Catamaran for Beachcombing

REVIVED interest has been shown in recent months in fast sailing craft of extremely light displacement. Such a boat is the catamaran, whose twin hull has been evolved from a type of boat used in the South Sea Islands.

The 24-foot catamaran shown on this page was completed last August by George O'Brien, Jr., Vancouver, B.C., from designs by John Brandlmayr, Vancouver naval architect.

A number of definite requirements were embodied in the design, including small size, simple construction, and sleeping space for two people. A shallow draft cruising catamaran sturdy enough so that it could be beached on a sandy stretch of shoreline and yet without centerboards or keels, was the owner's aim.

These requirements were met and a craft produced which has reasonable windward ability and which can be tacked under all conditions, although due to her necessarily long lateral plane she does come about slowly. Not a light weather boat,

she has no difficulty passing Star class boats in moderate weather and she will likely do 12 to 15 knots in a strong beam wind, according to her designer.

The principal dimensions of O'Brien's craft are as follows: L.O. A., 24 feet; L.W.L., 20 feet 8½ inches; beam (centerline to centerline of hulls), 9 feet; beam (hull) 1 foot, 9 inches; beam (extreme) 10 feet 9 inches; draft (extreme) 1 foot 6¾ inches; displacement, 1700 pounds. The hull section is triangular. Total sail area is 253 square feet.

The center section, 2 feet clear of the water, supports the mast. Planking throughout is ¼-inch fir plywood with ample battens and framing members to produce a strong but light structure. With careful workmanship and gluing throughout as recommended by the designer, this craft is expected to give many years of pleasurable service.

It is possible to build this catamaran so that the two hulls, center section and mast, can be carted as individual sections and assembled

at the water front.

Brandlmayr has added the following comments on catamarans:

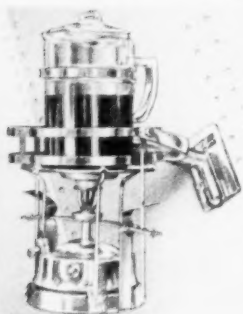
"The speed of this 24-foot design, particularly in light weather, could be appreciably improved and the maneuverability could be greatly bettered in the case of such a catamaran designed with a rockered underbody drawing only 10 inches and small centerboards drawing 3 feet 9 inches in the down position.

"A masthead sloop rig of moderate height is considered the best sail plan for a small catamaran. It is economical and the maximum speeds of the boat are such that a jib is essential for best efficiency while possibly a 30-knot boat would do as well with a cat rig.

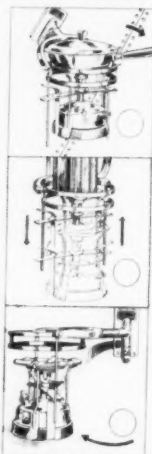
"In addition the large jib can be used to bring her about faster than she would come otherwise. A small catamaran has less longitudinal stability than a normal craft and therefore the height of the sails must be kept low to avoid the danger of a lengthwise capsize. In the larger catamaran this consideration becomes of less importance."

PITCH-O-ROLL

GIMBALED COOKER



Have your eggs straight-up and a full pot of coffee . . . even in a storm at sea. This cooker stays level when the ship rolls, adjusts to hold any utensil up to nine inches in diameter, locks out of the way when not in use. Easy to install . . . lasts for years . . . shining bronze or aluminum . . . Coleman kerosene stove . . . approved by Marine Insurance Companies. For sale by marine supply and hardware dealers.



Some distributor territory open; write to

PITCHOMETER PROPELLER CO.

1900 PARK ST.

ALAMEDA, CALIF.



She **STEERS** Without Hands
She **SEES** Through the Darkness. . . .
She **SPEAKS** Over Hundreds of Miles . .

A Photo-Electric Pilot, a G-E Electronic Navigator, and a 65-watt EHG Radiotelephone give the new "Paco" the finest in convenience and safety. Stewart-Warner Instruments, sea-going wiring, and other electrical equipment was also supplied and installed by Ets-Hokin & Galvan. For every type of electrical or fire protection equipment for YOUR boat . . . from a light bulb to a radar, call on . . .



**ETS-HOKIN
& GALVAN**

MAIN OFFICE 551 MISSION ST. SAN FRANCISCO
WILMINGTON • STOCKTON • NEWPORT BEACH • SAN DIEGO
OAKLAND • MONTEREY



"Half-Mile-Ray" - "One-Mile-Ray"
Searchlights



Matthews 40 Delux Sedan with "HALF-MILE-RAY"

Styles for Every Need

FROM OUTBOARDS TO THE FINEST YACHTS

ALSO

HORNS, TRUMPETS, SIRENS

FOR SALE AT LEADING DEALERS
Send for Free Catalog PMB

The PORTABLE LIGHT COMPANY, Inc.

216 WILLIAM STREET • NEW YORK 7, N. Y.

COLBERG CRUISER



SHE'S FAST...25 mph. Economical—Kermath 61 hp. Sea Jeep—SAFE...Oak frames, marine plywood hull. ROOMY...22' 6" long, beam 7' 4". BEST OF ALL—Sells for LESS than \$2,700, complete, F. O. B., Stockton, Calif.

COLBERG BOAT WORKS
STOCKTON, CALIFORNIA

HARDWOODS For Boat Construction

NOW AVAILABLE:

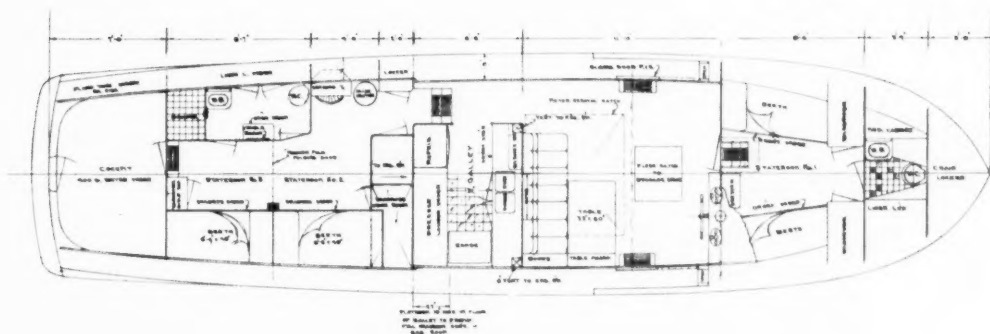
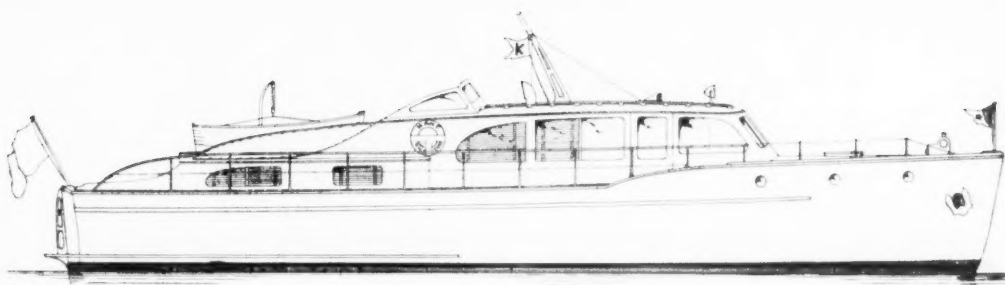
BENDING OAK PORT ORFORD CEDAR
ALASKA CEDAR WATERPROOF PLYWOOD
MAHOGANY

Just Call
Elliot 1236

EHRlich-HARRISON

37 HANFORD STREET SEATTLE WASHINGTON





A 56-Foot Diesel-Powered Cruiser

FOR Northwest waters the heavy diesel cruiser is a popular model. The newest of these is being built by the owner, Roy Kimbel of Shelton, Washington, with the assistance of Henry Long, Olympia shipbuilder. Plans are by Ed Monk & Lorne Garden, and the principal dimensions are 56 feet LOA, 14 feet beam, and 3½ feet draft.

Cruising speed of 14 knots is expected with the installation of two General Motors 165 hp diesels, turning 24-inch propellers through 1½-to-1 reduction.

The owner is well-known in the Northwest as owner of the *Gypsy* and has been an active participant in the International Cruiser Races.

In his new boat he specified that the galley be incorporated in the deck house and on the same level. In addition to the forward stateroom for the owner and his wife, sleeping accommodations for four others were provided in the two after staterooms. There is a head and shower forward and a second one aft.

Featured on the boat, in addition

to the round bottom, is a flying bridge where a second set of controls will be installed, and a transom door which is being specified on a number of the new Monk-Garden designs.

Construction is planned to give the maximum strength. Incorporated in the hull is an arch stringer which runs fore-and-aft. Frames are bent oak, 17½ x 2¼ inch on 10 inch centers. Planking is 13½ inch vertical grain red cedar topsides, incorporating the wedge seam construction that glue-welds the hull into a structural unit. Bottom planking is 13½ inch yellow cedar. The house will be mahogany.

Brugman Re-elected Head of APBA

C. King Brugman, Los Angeles, California, was re-elected president of the American Power Boat Association for his second one-year term at the recent annual meeting in Chicago.

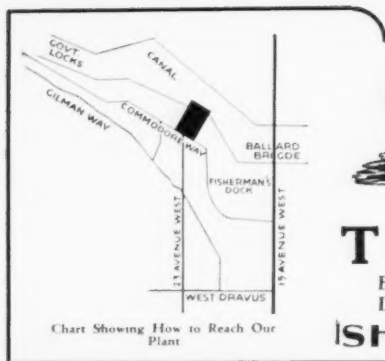
Other officers for 1950 are Lou Eppel, Montclair, N. J., senior vice-president; Gibson Bradfield, Barnesville, Ohio, treasurer; Merlyn Culver, Dayton, Ohio, secretary.

The council approved many changes, including the addition of Mexico to the APBA's regional system, and the three-year freezing of all inboard racing rules, exclusive of the Gold Cup.

At the annual fall meeting of Region 12 of the APBA held at Indio, California, Dr. Wayne R. Ingells, Bell, California, was elected chairman; Reathel Bush, Ontario, California, first vice-chairman; Marvin Boettger, Arcadia, California, second vice-chairman; A. H. Nichols, Long Beach, secretary-treasurer.

Rowing Coach Gets Runabout

Rowing Coach Ed Stevens of Oregon State College is the proud skipper of a new 18-foot Reinell runabout with a convertible cabin top which was purchased recently by the OSC physical education department for Coach Stevens' use while directing training of his crews on the Mary's river, at Corvallis. The boat is equipped with a 45-hp Gray marine motor and has a speed of 24 miles an hour. Funds for the boat were contributed largely by the OSC senior class of 1949.

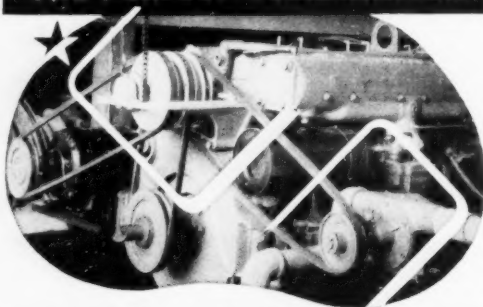


TRIMMER SHIPS

BOAT-BUILDING . . . ALTERATIONS . . . REPAIRING
 DRY-DOCKING . . . COMMERCIAL WORK . . . PAINTING

SHAIN MFG. CO. 2300 Commodore Way SEATTLE
 GA. 8614

THE PERFECT COMBINATION



for Safety and Pleasure afloat

★ **Utility POWER TAKE-OFF**

Instant auxiliary power is available to answer the need of convenient bilge pump operation with an ALBINA UTILITY POWER TAKE-OFF. In addition, there is power available for searchlight, anchor or other boat utilities. Small and compact, either chain or lever operated.

Write Factory for Details



ALBINA ENGINE & MACHINE WKS.

2100 N. Albina Ave., Portland, Oregon

DEVOE

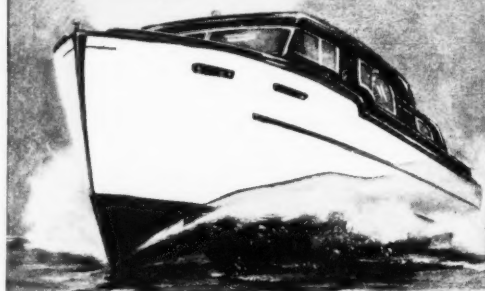
Yacht White Gloss...

WEEKS - HOWE - EMERSON CO.

SAN FRANCISCO

Distributors of

ALL DEVOE MARINE PRODUCTS



STAYS WHITE

PLEASURE BOUND!



**USE OLYMPIC
 FOR SPEED &**



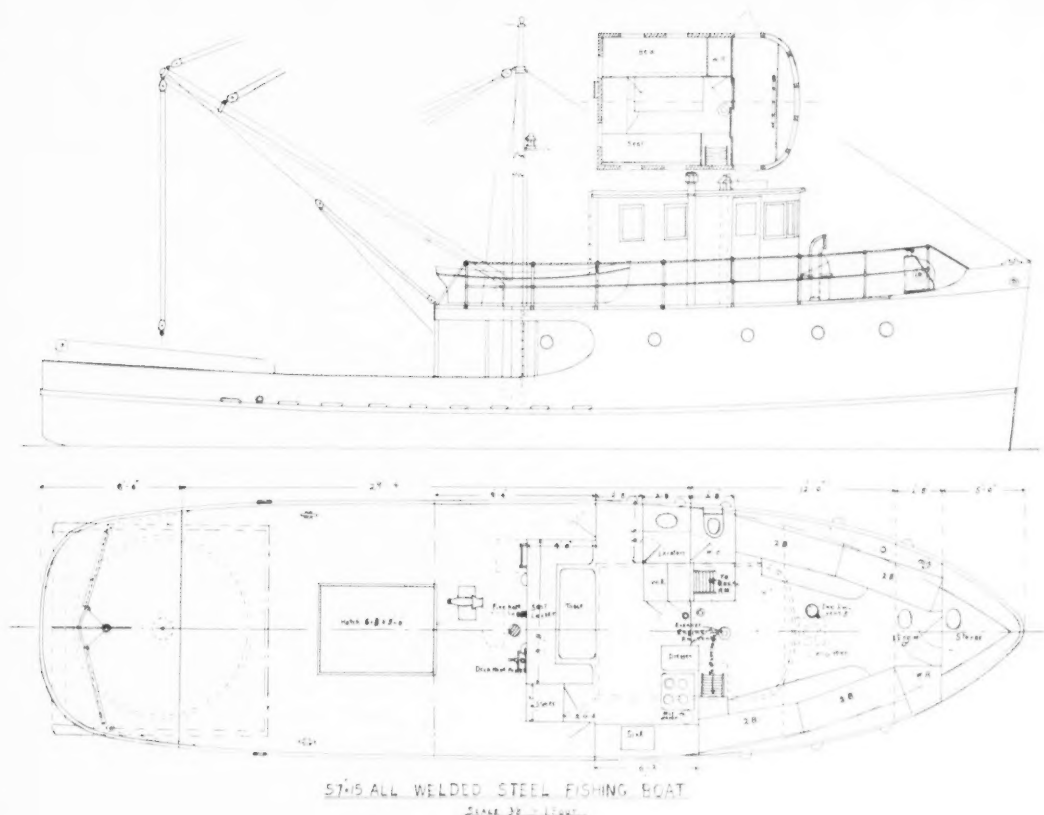
**PROPELLERS
 EFFICIENCY**

DESIGNED TO FIT ANY BOAT OR SERVICE
 Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

We also give complete reconditioning service.
 Some Territory Still Open for Representatives

OLYMPIC PROPELLER CO. Inc.

27th W and Commodore Way GARfield 9040 Seattle, Wn.



57-Foot Steel Tuna Clipper for B. C.

FIRST vessel to be built in British Columbia specifically for the Albacore fishery is the *Tauranga*. The lines of the *Tauranga* are roughly similar to those of the conventional California tuna clipper except that the dimensions are considerably smaller.

The *Tauranga* is 57 feet long and the beam 15 feet. The draft is 6½ feet. Power is supplied by a 165-hp Gray diesel engine.

The vessel is being operated this summer off the west coast of British Columbia by a partnership represented by W. R. and H. K. Pinchin and J. M. MacAulay. W. R. Pinchin is skipper.

Builder of the *Tauranga*, David Scott, is a firm believer in the all-welded steel hull and he has given *Tauranga* a double bottom, just for additional protection. The boat was built at Scott's Mitchell Island boat-

yard on the Fraser River.

All the crew accommodation on the *Tauranga* is on the main deck, which means there is ample space for cargo and fuel. The general plan of construction allows as much room as you'd expect to find on a vessel 20 feet longer.

"When you look at her close up, she looks kind of topheavy," says Captain Pinchin. "Out at sea, though, she has a streamlined and generally pretty slick appearance. She's a fine sea boat and I wouldn't ask for a better performer in heavy going off the coast."

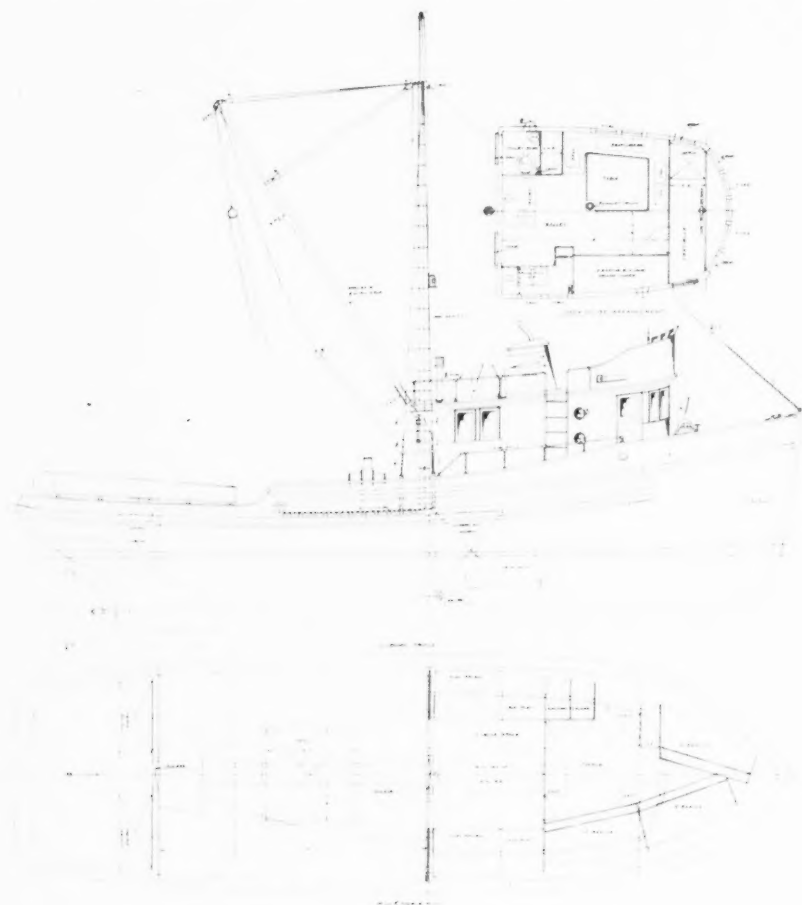
There's crew space aboard *Tauranga* for nine men, although the vessel handles well with only three. Fuel capacity is provided for 3200 gallons and load capacity is 60 tons, making it possible for her to remain at sea for weeks without having to run to port to refuel.

"I'd say that *Tauranga* is just about as small a tuna clipper-type boat as would be practical," says Captain Pinchin. "We wanted that type of boat and we wanted it small, but not too small to be clumsy and inefficient. The *Tauranga* fills the bill."

Tuna-Shark Will Have 100 hp

A conversion job at the Martinovich San Francisco yard is being done on a former PCS, 136 feet long. She has been purchased by the Tuna-Shark Corp., Oakland, California, and will be used as a tuna and shark boat. She will be christened *Tuna-Shark*. *Tuna-Shark* is powered with two 500-hp GM Cleveland diesel engines, and she also has GM auxiliaries. Refrigeration, and other equipment is being installed.

New Arrangement in 52-Foot Seiner



ANOTHER 52-foot seiner has been designed by Walter C. Howell of Bellingham, Wash. This vessel is similar to that designed for John Baker of Point Roberts, Wash. Baker's seiner has a cruising speed of 9.4 knots with a top speed of 9.8 knots and identical performance is expected from the new model.

The seiners in this series are characterized by a concentration of displacement in the middle sections of the boat, Howell stated. Principal dimensions are: LOA, 52 feet 8-inches; beam, 15 feet 6 inches; draft, 6 feet 4 inches. Provision is made for 870 gallons of diesel oil and 400 gallons of water.

There are a number of minor points of difference in this new vessel designed for James E. Scott of

Metlakatla, Alaska. The 165-hp Graymarine diesel engine in the newer boat is further aft than in the earlier design. This allows the engine room to be divided by a bulkhead from the fore'sle where there are accommodations for seven men.

This engine, with a 4-to-1 reduction gear, turns a 46 x 33 inch Coolidge wheel. Stern bearings are Goodrich Cutless.

Construction is medium heavy, using a 8 x 12-inch keel, 2 x 3-inch oak frames on 10-inch centers. Planking is of 1 3/8-inch fir, and the deckhouse is of waterproof plywood.

"Galley Grub" Has New Recipes

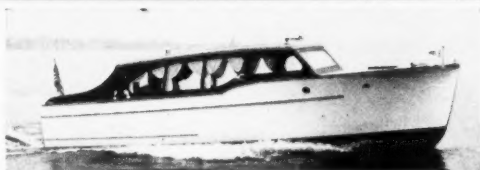
"Galley Grub," a seagoing cook book published by the Women's

Auxiliary Power Squadron, Seattle, is a welcome addition to the small boat galley because it provides recipes for Western seafoods which can be easily prepared with minimum gear.

Of handy galley size with 132 pages and attractive cover, there are such interesting recipes as "Oysters au Whiskey Spit, Salmonburgers Deception, Quilcene Fish Pot, Olympia Oyster Fry, Shrimp Fry Wrangell, Nanaimo Special, and Clam Chowder Pacific Coast."

Nard Jones, now with the New York office and formerly editor of *Pacific Motor Boat*, has written a lively introduction.

The book, which sells for only \$2.00, may be ordered through *Pacific Motor Boat*.



The GRANDY-built 36-foot "Dreamliner"

Custom-Built Pleasure Craft . . . A Specialty

GRANDY BOAT COMPANY

2538 WESTLAKE NORTH

SEATTLE 9, WASHINGTON

Garfield 1613

The GRANDY "DREAMLINER"

The roomiest 36-foot cruiser GRANDY BOAT has ever offered. Sleeps six. Designed by Edwin Monk-Lorne Garden. Features the monohedron bottom. Offered in both single and twin screw.

Fast Delivery — Order Now

Commercial and Pleasure Craft Repairs

THE HOUSE OF FRIENDLY SERVICE

NORDBY

SUPPLY COMPANY

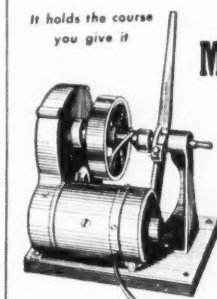
To All Our Friends Both Far and Near . . .

Friendly Best Wishes
for a Good New Year!

NORDBY'S—the House of Friendly Service
Serving Every Marine Need

1300 WESTERN AVE., EL. 1366
SEATTLE 1, WASHINGTON

WATER STREET
KETCHIKAN, ALASKA



It holds the course
you give it

Install a Metal Marine Pilot

for
True - Course Automatic
Steering

PRICE \$275.00

F.O.B. TACOMA

Manufactured by

WOOD FREEMAN

Dept. M

142 Golden Gate Ave., Fircrest
Tacoma 3, Washington
Phone PRector 2791



Searchlights

Leading manufacturers of
arc and incandescent search-
lights for 55 years.
Outstanding for beauty and
fine workmanship.

All sizes and types for
any boat.

Illustration shows new
7-inch searchlight using
100-watt sealed beam
lamp.

The Carlisle & Finch Co.
216 E. Clifton Ave.,
Cincinnati, Ohio



Announcing the New 18-Foot Storm King Cruiser

A baby cruiser with the same proven lines of the Storm King 14 & 16 ft. open boats and runabouts, is now available. The rugged plywood hull has the tested Storm King features, affords a soft ride at relatively high speeds. Two berths. Space for stove and toilet. Suitable for outboard or inboard.

MORRIS, INC.

For information contact your local dealer or builder—or write
Morris, Inc., 14th St. Yacht Basin, Everett, Washington

A VACATION U NEVER FORGET

RENT A
CRUISER

"U RUN IT"



\$16 day and up. Sleeps 4 and 6. Modern, Clean, Comfortable Yachts. No work or worry—Just Go—Day—Week or Month. Don't miss world's famous Puget Sound. This is the yachting paradise of America with thousands of miles of protected waters that anyone can operate in, also San Juan Islands, British Columbia to Alaska. If you will try it once you will come again, but make your reservations in advance. Folder on Request.

FREE
AT YOUR
DEALER
OR WRITE
DIRECT

KUHLS

SINCE 1909
GLUES...CEMENTS
PRESERVATIVES

51 Fremont St.
San Francisco

You Need this Book

Get the REAL LOW DOWN ON KUHLS
Elastic MARINE PRODUCTS . . .
The famous KUHLS COMPOSITE BOAT
CHART will show you WHAT TO USE and
WHERE TO USE IT . . .

TO KEEP YOUR BOAT
WATERTIGHT & TRIM

- ELASTIC SEAM COMPOSITION #1
- ELASTIC SEAM COMPOSITION #2
- SEAMLAST • CANVAS CEMENT • BEDLAST
- "ASTO" MARINE GLUE • SEAM PAINT
- TROWELAST • BRUSHLAST • PATCHLAST
- CANVAS PRESERVATIVE • FIREGARD
- LINDLAST • DOUBLE PLANK CEMENT

H. B. FRED KUHLS 65th St. & 3rd. Ave.
BROOKLYN 20, N. Y.

McCUNE - MERFIELD CO.

1331 S. Los Angeles St. 909 Western Ave.
Los Angeles 15 Seattle 4, Wash.

LION... You can own a famed Stephens Cruiser

because this beautiful NEW 30 foot
STEPHENS is priced at only

\$8950.00

Staunch and well found, with every accommodation. A Chrysler Crown for power plus... Stephens hull design for sea-worthiness and smooth riding. Greater comfort... more enjoyment wherever you go.

BAUMAN BROS. & DICK MILLER ASSOC.
San Francisco & Sausalito Yacht Harbors

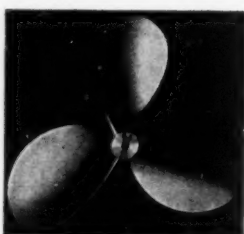
STEPHENS BROS., INC.
345 N. Yosemite, Stockton, Calif.



ED. EVANS

Bayside Marine Sales
P. O. Box 931, Balboa Island, Calif.

PROPELLER EFFICIENCY



Coolidge propellers are proven in their efficiency through forty years of service in the Coast's leading work-boats and yachts.

We specialize in providing propellers to fit any size boat, power plant or special type of service.

Coolidge Propeller Co.

1608 FAIRVIEW AVE.
SEATTLE 2, WASH.

AHOY!

You Can
Do the Job
Better with



STAY-TITE MARINE PRODUCTS

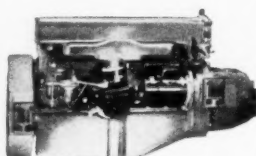
- ★ STAY-TITE CAULKING COMPOUND—greater coverage per pound. Mahogany, gray, or black.
- ★ STAY-TITE WATERPROOF GLUE—not affected by moisture.
- ★ STAY-TITE SEALER—stops leaks in deck seams. Remains pliable.
- ★ STAY-TITE WOOD CRACK FILLER—for floors, walls, tile, etc.
- ★ STAY-TITE XXX CEMENT—for laying linoleum, felt, canvas, etc.
- ★ STAY-TITE WOOD PRESERVATIVE—prevents dry rot and growths.
- ★ STAY-TITE MILDEW PROOFING—stops mildew and fungus.
- ★ STAY-TITE WATERPROOFING—for canvas and fabrics.
- ★ RUSTGO—Rust Remover.

Your Marine Supply Dealer Carries Stay-Tite Products—
or Can Get Them for You—See Him Now
STAY-TITE PRODUCTS CO., Dept. PF, 3107 Detroit Ave., Cleveland 13, O

Reinell 18 ft ALBATROSS
CABIN RUNABOUT

REINELL BOAT WORKS
MARYSVILLE WASHINGTON

Trade In That Old Motor on a NEW



SCRIPPS
GASOLINE OR DIESEL
MARINE ENGINES
As Low As \$665 f.o.b.
San Francisco
Straight Drive and Reduction
Gear Models

Write for Literature

MURPHY
MARINE DIESEL ENGINES
SHEPPARD
MARINE DIESEL ENGINES

Scripps Four, Sixes, V-8s, V-12s
25-600 hp.

OSWALD MACHINE WORKS

2936 Hyde St. Phone: ORdway 3-4364 SAN FRANCISCO

GODFREY PROPELLER CORROSION COLLAR Propeller Protector



DIVERTS
ELECTROLYSIS
GRIPS ON SHAFT
Sizes for Shafts
From 1 Inch Up to
6 Inches

PACIFIC COAST
DISTRIBUTORS

SUNDE & FEVERS
JOHNSON & JOSEPH CO
PAUL W. HILLER
ANGUS MARINE SALES

SEATTLE, WASH.
SAN FRANCISCO, CALIF.
WILMINGTON, CALIF.
VICTORIA, B. C., CANADA

GODFREY PROPELLER ADJUSTING CORP.
155 25TH STREET BROOKLYN, N. Y.

CATERPILLAR and PACKARD
MARINE SALES & SERVICE

Wherever you go
in
WESTERN WASHINGTON
and ALASKA

Waterfront shop and
salesrooms in Seattle, 2500 Westlake No., AL 6340

N.C. MARINE
Division of NORTHERN COMMERCIAL CO.
SEATTLE • NOME • ANCHORAGE • JUNEAU • KETCHIKAN



Deluxe Deep Sea Steel Troller Provided With Unique Power Plant Installation

OF A unique design and with equipment never before installed on a fishing vessel, the *Suzy* of Seattle will leave this spring for deep sea trolling on the Pacific. Her owners, Captain and Mrs. Samuel C. Frey will venture as far south as the Galapagos Islands, off the coast of Peru, in their quest for tuna and shark.

The *Suzy* is of all-welded steel construction and will be rigged with two short trolling poles, Alaska style.

Frey has been skippering and sailing on ocean-going vessels for many years and has formerly fished for salmon. With Mrs. Frey as his sole crew, he plans to fish offshore for long periods of time.

Dimensions of the *Suzy* are 42 feet L.O.A., 12 feet 4 inches beam, and 6 feet draft. She was designed by Ed Monk & Lorne Garden, Seattle naval architects. Her main fish hold has 10 tons refrigerated capacity and in addition has a refrigerated bait tank at the stern which will

hold one ton of frozen bait. Her steel mast and boom has a two-ton capacity.

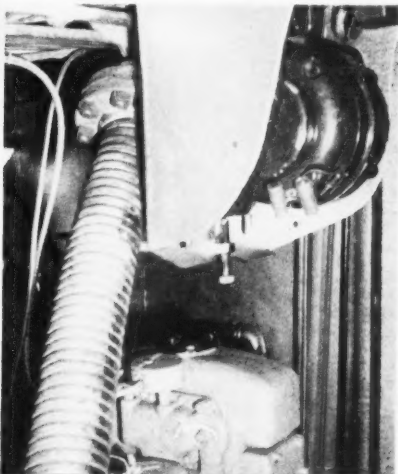
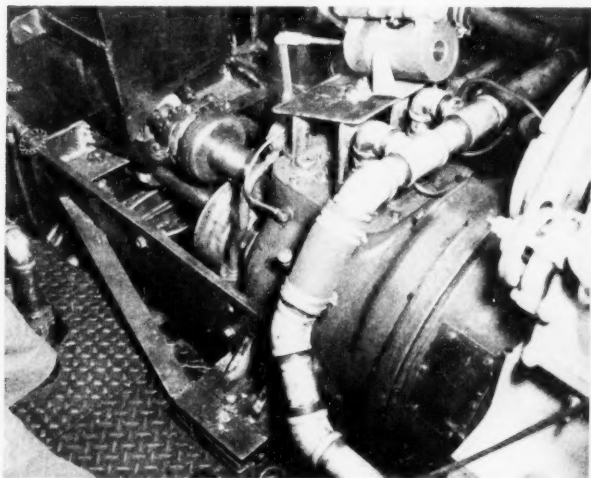
Her accommodations are those which will allow Mr. and Mrs. Frey to live comfortably aboard her, although there are two bunks in the fore'sle for a possible crew. The main cabin, on deck, has a galley and dinette. There is a pressure hot water system. An oil-burning Olympic range, with stainless steel stack, is in the galley. Below decks is a Groco electric toilet.

Captain Frey estimates her cruising range will be 5600 miles, and this is accomplished by having an unusually large fuel oil capacity, approximately 2400 gallons. The double bottom provides extra fuel carrying capacity, and in addition there are two full length wing tanks, port and starboard, which extend from the fore'sle to the trolling tanks aft. She also carries 250 gallons of fresh water.

The *Suzy* has a box-shaped keel which accommodates a built-in fresh water cooling system. She is also equipped for salt water cooling.

Builders were the Duwamish Welding and Construction Company, Seattle, a partnership of Fred A. Rydberg and Roy White. The *Suzy* is constructed of $\frac{3}{8}$ -inch steel. The plates were laid diagonally, a feature patented by the builders. Rydberg reports that this technique eliminates possible shrinkage while building and gives greater strength. It also makes it possible to lay the plates over the frames in a much smoother manner.

Made possible by the steel con-



In the engineroom of the *Suzy*—left, the coupling and reverse gear on the Caterpillar propulsion unit. Right, the Onan generator is mounted above the engine. All moving parts aboard the *Suzy* will be enclosed by guards.

struction, the bulwark sweeps aft to the trolling hatch which gives additional protection during deck work while the seas are rough.

Trial runs following the launching revealed that the *Suzy* has a cruising speed of 8½ knots at 1400 rpm and a full speed of 10 knots.

Her power plant has a unique "fluid drive" arrangement. A D318 Caterpillar diesel drives through a Twin Disc hydraulic marine gear with a full variable coupling. The engine can turn continuously at one speed while at the same time the propeller speed can be increased or slowed down by the operation of a single control valve.

The method of engine installation is unusual in that it is spring-mounted, and all connections are flexible. Thus, instead of being mounted solidly on a bed, the engine is mounted on Korfund vibration isolators, which prevent vibration transmission from the engine to the boat. A Morflex flexible coupling is installed on the main drive shaft which eliminates torsional vibration from the propeller. Consequently the engine is smooth running and the boat is comfortable for family living for the long months at sea.

The engine has a front power take-off to operate the 7½-hp York refrigeration unit. The take-off has a clutch with two speeds, fast and slow, for freezing. An aft power take-off operates the deck winch, which was designed and built by the boat builders. A 1½-kw Onan generator powers the 32-volt electrical system, and there are four 23-plate Willard batteries for reserve.

The power plant is easily operated from the pilot house station in the main cabin through Naud engine controls. A lever on the control board regulates the propeller speed through the hydraulic coupling.

Pilot house equipment includes a Wood Freeman Metal Marine Pilot, a 100-watt radiotelephone, and a Fisher direction finder.

In the *Suzy* Captain and Mrs. Frey have sought to create a fishing boat of a size that two people can easily handle and yet be capable of cruising as far south as the equator in comparative comfort.

National Rhodes Fleet

Converse Wurdemann of Balboa Island, Calif., member of the Balboa Yacht Club, has been elected Commodore of the National Rhodes Fleet, with Hook Beardslee of NH YC, vice commodore, and Bob White of San Francisco, secretary.

San Francisco Sports, Travel

And Boat Show Set for March 3-12

SAN FRANCISCO's huge Civic Auditorium will again house the annual San Francisco Sports, Travel & Boat Show. Dates for the exposition have been announced by Show Manager Thomas R. Rooney as March 3 through 12, 1950.

The San Francisco exposition was recently endorsed by the Outboard Boating Club of America, according to Rooney. Other shows so endorsed are the New York and Chicago Boat Shows.

More than three-fourths of all boat spaces have already been assigned to west coast and eastern boat builders. Eastern manufacturers in the small boat, hardware, electronics and accessory fields who have not exhibited in coast boat shows to date, have reserved booths at the show.

The San Francisco show, confined to pleasure boating heretofore, will be enlarged to include commercial fishing boats and equipment this year, Rooney reports. Commercial fishing tackle as well as sport fishing tackle will be featured in the fishing section.

Numerous boat and motor manufacturers have made plans to hold their coast distributor and dealer meetings at the San Francisco Civic Auditorium during the show's run. Meeting halls for this purpose are provided by the show management.

Over 120,000 persons attended the boat show last spring, making it the largest indoor event of any kind on

the Pacific Coast. Even larger crowds are expected this March, Rooney states. An elaborate floor show with large orchestra is presented twice daily on the floor of the auditorium.

Reservations for space can be addressed to the show office at 369 Pine Street, San Francisco 4.

Some of the exhibitors who have already reserved space in the 1950 San Francisco Boat Show are:

Radiomarine Corp. of America, John G. Rapp Co., Weeks-Howe-Emerson Co., C. J. Hendry Co., E. I. DuPont de Nemours Co., Thomas A. Short Co., Johnson & Joseph Co., Hunter Boat Works, Stephens Brothers Boat Co., Boardman & Flower, International Marine Paints, Lester Stone Boat Works, West Coast Engine & Equipment Co.

Trailorboat Engineering Co., B. H. Hebgen Co., Ltd., M. F. Brandenburg Co., Hall-Young Co., Albina Engine Co., Atlas Imperial Diesel Engine Co., Sailfish Boats, Outboard Boating Club of America, H. B. Fred Kuhls, Inc., McCune-Merifield Co., Joe Harris Yacht Clothing, Holland Boat Works, Marine Air-Crafts Co.

San Rafael Yacht Sales, Bauman Bros. & Miller, Marin Yacht Sales, McCormack & Co., Russell Ellis Co., Davis Marine Co., Servente Hardwood Lumber Co., Glidden's Paints, California Marine Sales, Coast Engine & Equipment Co., Hinds Boat Works and Pat Patterson Boats.



Grayling, a 46-foot vessel with a trimmer hull, has a new cabin profile. Built in 1946 for Robert Young, she has seen service hauling passengers and freight from Naknek air base to canneries on Bristol Bay, Alaska. Remodeled by Shain Manufacturing Company, the new owner, Bill Marsh of Portland, Oregon, recently took delivery at the Seattle plant. Marsh, accompanied by a six man crew, made the trip to Portland in 35 hours running time. The *Grayling* is powered by two Chrysler Royals, carries 350 gallons of gasoline, and comfortably sleeps eight persons.



Complete Machine Shop. Factory Trained Service Specialists for Your Engine Repair and Maintenance.

Onan Air Cooled Marine Engines
Gray Vee Drives

Wisconsin Air Cooled Marine Engines
Sherwood — Oberdorfer — and Marine Products
Pumps

Federal Tru-Pitch and Equi-poise Propellers

Columbian Propellers and Marine
Accessories Arguto Marine Bearings

Ryertex Marine Propeller Shaft Bearings

Aqualite Self-cleaning Marine Bearings

Walter Marine Reduction Gears and Transfer
Drives

Northern California
Distributors
GRAYMARINE ENGINES
Sales and Service

**HALL
YOUNG CO.**

HALL-YOUNG CO.

240 FOURTH ST. • SAN FRANCISCO 3, CALIF. • SUTTER 1-1671



Here's Good
News

You can now own a Genuine
Photo-Electric Pilot

for the new low price of **\$395.00**

INSTALL YOURS NOW FOR SPRING

1500 Westlake No.
Seattle 191
GARfield 6530

MARINA MART, Inc.



**Lee
McCuddy
Says:**

**"Burchcraft gives
you more boat
for the money"**

WHY is Burchcraft one of our top lines? Simply because Burchcraft gives you more boat for the money!

"We've been selling Burchcraft outboard boats for more than 10 years and can rightly say we've made a solid friend of every Burchcraft customer."

"An outboard boat that offers so much for so little money cannot fail to create good dealer-customer relationships—to make lasting friendships!"

Lee McCuddy, veteran racing boat driver, is now owner-operator of Portland's foremost Marina. His elaborate installation on the Columbia River is testimonial to his success.

A large measure of this success has come through careful selection of the lines he represents.

Burchcraft Builds the Boats That Builds Business!

**Burchcraft
Boat Co., Inc.**

1000 Mitchell St.

Aberdeen, Wash.

TWO OF THE MANY NEW

1950 PERKO ITEMS



NAME PLATES for SWITCHES

Polished black bakelite, names engraved in white. Large selection for practically every switch normally used aboard a boat.

FLASHER LIGHT

60 to 90 days continuous operation on 1 set of batteries. Also enclosed with batteries are timer unit with rheostat which controls the number of flashes per minute, high beam power, great visibility.

**RUNNING
LIGHTS**

**CABIN
LIGHTS**

**BILGE
PUMP**

**DOMES
LIGHTS**

Get our 1950 catalog. Send 50c for postage and handling. Free to Naval Architects, Dealers, Jobbers, Boat Builders, Ship Yards. Write us on your company stationery.

PERKINS MARINE LAMP & HARDWARE CORP.

MARINE LAMPS HARDWARE and SAIL BOAT EQUIPMENT

McCUNE-MERFIELD CO.: 51 Fremont St. 1331 S. Los Angeles St. 909 Western Av.
San Francisco Los Angeles 15 Seattle 4, Wash.

Admiral

Steering Wheels

Teak or Honduras Mahogany

Available in sizes 20" to 60".
Polished bronze hubs, available in chrome.

Varnish Finish

Discounts to Dealers.

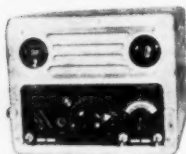
Admiral Boat Co.

122 Michigan St.

LA. 0334

Seattle 8, Wn.

"Have an Admiral at the Helm"



Model 85 - 30 Watts

AT YOUR DEALERS NOW — THE NEW
PAR-fones — 10 - 30 - 100 - Watts
PAR-finder D. F. — with Deviation Compensator
 Outstanding in Value and Performance

PAN AMERICAN RADIO CORPORATION

Dexter 4960

SEATTLE 7, WASHINGTON

FOR ECONOMY AND ADDED PLEASURE
 USE A

DONT
 SALT



YOUR
 ENGINE

SEN-DURE

FRESH WATER COOLING
 HEAT EXCHANGER

The whole story with engine listings
 —FREE. Ask for your copy.

Easy to install at yard or home
 dock while aloft. No need to
 lay up as SEN-DURE is entirely
 inside hull.

ASK YOUR DEALER, OR

SEN-DURE PRODUCTS BAY SHORE.
 L. I., N. Y.

The Story of Our Great
 Inland Waterway



"Where does the Columbia River come from? What is its history? What can it do for us?" There are answers to such fascinating questions on every page of Murray Morgan's new book, *THE COLUMBIA, POWERHOUSE OF THE WEST*. There is a thrilling account of his attempt to navigate Box Canyon in a rubber boat. Tales of early exploring and steamboating. Sidights on the mighty controversy over river development that now vitally affects the future of the whole West. 288 pages, Superior Publishing Co. Order direct from **PACIFIC MOTOR BOAT**, 71 Columbia St., Seattle 4, Wash., \$3.50 postpaid.



Watch for the speedy Fairliner camera boat

- Marine Photography a Specialty—commercial and pleasure craft—launchings—regattas.
 for appointments, call or write

Ken Ollar

2920 NORTH 25TH

TACOMA, WASH.

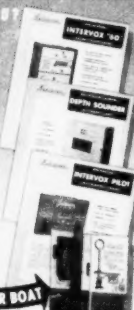
TO HELP YOU COMPARE SPECIFICATIONS AND VALUE
 WHICH BULLETIN MAY WE SEND YOU?

Intervox

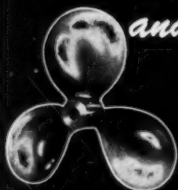
RADIOTELEPHONES
 DIRECTION FINDERS
 AUTOMATIC PILOTS
 DEPTH SOUNDERS

Check on performance, price and service before you choose. For illustrated bulletin, specifications and nearest dealer's name, clip this ad and mail to Intervox Corp., 2701 Calif. Ave., Seattle 6, Wash. (WEst 0660)

FREE BULLETIN SHOWS MODELS AND PRICES FOR YOUR BOAT

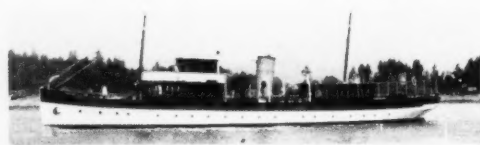


For Smoother
 Better Performance
 and Longer Service



MICHIGAN
 MACHINED-PITCH
 PROPELLERS

Write for Catalog that tells you why
MICHIGAN WHEEL CO., Grand Rapids, Mich.



FOR SALE—DIESEL YACHT

132 x 19 x 8. Yellow Cedar Planking. Teak Housework. Twin 6-cyl. 135 H.P. Heavy Duty Engines. 30 K.W. Diesel Gen. Electric Refrigeration. Hot Water Heat. Accommodation for 14. Two Baths. Pressure Water System.

Cruising Range to 1300 Miles at 10 Knots

THE ROYAL TRUST COMPANY
 VANCOUVER, B. C.

CHARLES E. SMITH

Marine Engine and Equipment Specialist

MERCURY OUTBOARD MOTORS—PARAGON REVERSE GEARS

Telephone

TUCKER 9116

FEDERAL PROPELLERS

Tru-Pitch and Equi-Poise

SOUTHERN
 CALIFORNIA
 Distributor

GRAYMARINE

Gasoline and
 Diesel
 Engines

100% BOAT YARD COOPERATION
 PARTS — REPAIRS — SALES
 Gray Vee Drives — Marine Equipment

424 EAST THIRD, LOS ANGELES 13



TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **J. A. FITZ**, director of advertising, and **S. W. Bedell**, sales services manager, **Sperry Gyroscope Co., Inc.**, New York, made a routine visit to the firm's Pacific Coast offices last month. In Seattle, they were shown around by **H. S. Burtis**, Seattle district manager, and **C. E. Dalgleish**, Seattle marine superintendent. In San Francisco they were met by **W. F. Horn**, district manager, and they then went on to Los Angeles, meeting with **W. I. Selover**, Southern California district manager. The visit to the West Coast by Fitz was in the nature of a reunion, as he, Burtis and Selover are three of the four original service engineers for Sperry, their service going back to more than 32 years.

★ **PAUL M. BAURLE** has been appointed as director of Service for the **Kiekhaefer Corporation**, Fond du Lac, Wisconsin, manufacturers of Mercury outboard motors and 2-cycle gasoline engines.

★ **MAURICE KERR** of the **Pan American Radio Company** of Seattle, who is president of the Northwest Chapter of the **Armed Forces Communications Association**, a world-wide organization that extends its operations to every region where U. S. military forces are stationed, states that the local chapter holds regular meetings to which any members of the marine fraternity interested in electronics are cordially invited. The next meeting will be held at **American Legion Hall**, Seattle, on December 13.

★ **GILBERT BALLARD**, **A. J. Hanson** and **Judge Paul Peek** have organized the **Carnelian Bay Boat Company**, Tahoe Vista, Lake Tahoe, California. The new firm is presently building a protected harbor with slips for 125 boats, dry storage sheds, showroom and yacht club building with restaurant at a cost of \$250,000. Ballard, formerly of Ballard Supply Company of Lake Tahoe, reports that a name for the yacht club has not been chosen. Originally planned for 200 members, he states over 300 membership applications have been received. The firm handles **Evinrude** outboard motors, **Graymarine** engines, **Michigan** propellers, **Higgins** boats and **Petit** marine paints.

★ **LIDO PENINSULA SHIPYARD**, Newport Beach, as of November 1 operated under new management of **Lee Wilder** and **Harold L. Ayres**, both of whom have been members of the shipyard staff for several months. Wilder will serve as business manager, Ayres as operations manager. The shipyard and the Lido Peninsula Anchorage are owned by **John Curci** and **L. A. Turner**. **Harold Fink**, **Ed Dixon** and **Barney Heyer** will continue in charge of the paint shop, with **Harold Steck** and **George Foster** in the boat shop.



Radiomarine Corporation of America's regional sales managers and top executives assembled at the home office in New York the last week in October to discuss marketing plans for distribution of Radiomarine's new small radar. Left to right: **Harvey R. Butt**, Pacific regional sales manager; **G. P. Shandy**, Great Lakes regional sales manager; **George F. Shecklen**, executive vice president; **Thomas P. Wynkoop**, president; **George P. Aldridge**, general sales manager; **Julius A. Pohl**, Gulf regional sales manager; **Alex Vadas**, South Atlantic regional sales manager.

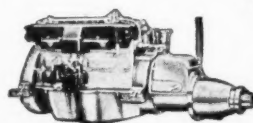
★ **BERT GODFREY**, well-known propeller man of Brooklyn, New York, and manufacturer of the **Godfrey Corrosion Collar**, spent several weeks on **Bainbridge Island**, Puget Sound, visiting his relatives there after making a trip along the coast visiting his marine distributors.

★ **LARRY McEWAN**, who for many years has had charge of the **Cooper-Bessemer** diesel engine branch at Gloucester, Mass., was a visitor in Seattle during November. Larry has many friends in the Pacific Northwest as he was formerly with the **Pacific Marine Supply Co.** in Seattle and also active in other marine engine activities.

★ **KEN ENOCHSON** of Washington Boat Center, Seattle, Northwest Washington and Alaska distributors for the **Owens Yacht Co.**, has recently returned from a visit to the plant at Baltimore and gave a very optimistic picture of the Owens outlook for 1950, reporting that the plant is running full capacity, and especially emphasizing production on their two new models, the Owens 33 Express and the 26-foot Express Cruiser models. Enochson made the trip back in connection with two sales his company had recently made in Seattle, a 33 and a 42-foot model. He also wished to discuss the exhibit Owens will have at the Seattle Boat Show, and found that they will feature their new 33-foot Express Cruiser, the same boat that will be shown at the New York Show.

★ **KEN NILES**, radio personality, has purchased the **Villa Marina**, Newport Beach, from yachtsman **Beverly Lientz**. Niles has plans for making the landing with accommodations for 70 boats. The project will be completed in time for the 1950 summer season.

★ **H. C. HANSON** returned from the 57th annual meeting of the **Society of Naval Architects and Marine Engineers**, held in New York City in November, to report that the regional sections are becoming increasingly active in the affairs of the society. Hanson is chairman of the Pacific Northwest section. Other western architects attending were **Wm. C. Nickum**, also of Seattle, and **Michael J. Ryan** of San Francisco.



VRAY
MARINE ENGINES
Gas or Diesel

RED WING SUPERIOR
MARINE ENGINES
DIESEL ENGINES
BOAT SUPPLIES — MICHIGAN PROPELLERS

THOMSON MACHINE WORKS

235 First St., San Francisco
Phone: DOuglas 5069

CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

NEW STOCK MARINE HARDWARE

WRITE FOR NEW BARGAIN LIST

Anchors, Bilge Pumps, Life Preservers, Deck Hardware, Rope, Auxiliary Generators, Running Lights, etc.

NEW ALLEN AUTOMATIC PILOTS

Write for Information

Direct course-setting. Powered by boat's engine. Compact, easy to install, low battery drain. Complete less installation \$245.00

CHRYSLER ROYAL MARINE ENGINES

Complete motor, less reverse gear \$250.00
Direct Drive 750.00
2 to 1 reduction 950.00
3 1/2 to 1 reduction 850.00

FREEMAN & GIBSON

999 NORTHLAKE EV. 1500 SEATTLE 3

Steel Hull, Ready for Rigging

The big sister ship of "Suzy", described in this issue, is ready to be launched and rigged to suit. Inspect this fine steel hull, 46-foot LXA, Ed Monk & Lorne Garden-designed, combination fishing boat. Our patented technique of steel wrapping construction gives exceptionally smooth lines. Steel hulls built to your specifications. High quality work throughout at very reasonable prices.

DUWAMISH WELDING & CONSTRUCTION

7122 1st St. Seattle 8, Wn. Lander 4943

WANTED

For Cash by Private Party

Stedfast, 36-foot Zephyr—or Steedcraft, 25-foot Sedan—or might consider Stedfast 25-foot, Steedcraft 26-foot or Hydra-Craft, 20-foot Sedan.

ANSWER Box 59, PACIFIC MOTOR BOAT

71 Columbia Street, Seattle 4, Wn.

BUILD YOUR OWN BOAT

Save 2/3rds and build from our stock FISH and PLEASURE boat plans, sizes 10' to 30' designed for Pacific waters by a designer of over 40 years in the N.W. Fee \$1.00 per foot of length. Have some wood patterns full size for 13' and 22' sport fisher, 24' and 28' gillnet boats. Write, or telephone.

WASHINGTON K. D. BOAT CO.

12 D Street S.W., Auburn, Wash. Phone: 593-J

FLATTIE PLANS, REGISTRATION, BUILDING

INSTRUCTIONS, DUES—\$10.00

Send U. S. Funds or inquire of International Flattie Yacht Racing Association, 11111 Aurora Ave., Seattle 33.

FULL SIZE, cut to shape boat patterns, blueprints, 7 1/2-33 feet. Illustrated "Build a Boat" catalog, 25c (coin). "How to Build Boats" book, \$1.00. PolyWog Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Blueprint Co., Dept. A-PM, Cleveland 13, Ohio.

CUSTOM-BUILT CRUISERS TO YOUR EXACT REQUIREMENTS—AT STOCK BOAT PRICES. Cruisers from 28 to 45 feet. A chance to have your dream boat built exactly the way you want it and at the lowest possible cost. Visitors welcome at our well-equipped shop. For further particulars write Devere's Boat Shop, Box 452, Castle Rock, Wash.

110' sub-baser, partially converted for fishing and cargo. Must sell. See it at Port Duocks, Toledo, Oregon, or write H. A. Thompson, Box 416, Toledo, Oregon.

Year round waterpower. Timber. Safe landlocked harbor. Fishing south. 120 acres on deep Pacific waterfront. Natural waterfalls. Good fishing. Priced to sell. Write: H. Abrahamson, Forbes Bar, B. C., Canada.

NEW SURPLUS BOAT MATERIALS

Link or boat hoist, 1/4 ton, hand crank, could motorize \$15 & \$17.00
C/O 10 and 15 lb. unused, guaranteed, value \$58 \$28 & \$32.00
Pyrene type fire ext. 1 1/2 qts. all brass, new \$7.00
Navy hand bilge pumps, new 1 1/4" in 1 1/2" outlet \$11.00
Bronze tiller cable, 5/8"x6x12, per foot \$90.10
Blowers, engine room, explosion proof, new, 4" 6 or 12 volt, \$12.00
Lamp signal, Navy, emergency, portable spot, 12 volt \$12.00
G N 5 Curtiss 8 cylinder motor, 90 H.P., new \$175.00
Scripps 6 cyl. med. duty 100 H.P., used \$75.00
Anchor chain, stud, 5/8" new, per lb. \$90.12
Horn, electric, 6 volt, powerful, new, all brass \$23.00

Let us know your wants.

WASHINGTON K-D BOAT CO.

Quent Williams 12 D St. S.W. Auburn, Wash. Phone 993J

First Again—Plans for a new A and H, 3 point Outboard. Also, 48, 135 and 225 Cubic Inch Inboards. Informative literature 10 cents. Champion Boats, P.O. Box 7132, Department 162, Long Beach 7, California.

HEAVY CONSTRUCTION Documented Cruiser 38'x10.5'x3.5'. New Diesel Motor used 40 hrs. Keel Condensor—Sleeps six—solid fuel range—600 miles cruising radius—3 MPH—fuel consumption 1 1/2 gal. per hr. Kept in boat house—mechanically perfect—sound hull—subject to marine survey—lots of extras—\$8,000. Write: R. E. Sells—c/o Portland Yacht Club, Portland, Oregon.

CONVERSIONS FOR FORD, MERCURY AND JEEP ENGINES. SEND FOR CATALOG. LEHMAN MANUFACTURING COMPANY, DEPARTMENT F, NEWARK 2, NEW JERSEY.

FOR SALE: 12' and 14' Round Bottom Outboard Boats of Cedar and Oak Construction. Very Seaworthy. Low Prices. Write for particulars. No Dealer. Sande Boat Works, Rt. 2, Box 390, Belfair, Wash. Phone 5-4997.

PLANS & FULL SIZE PATTERNS FOR EDWIN MONK & LORNE GARDEN DESIGN

Dinghys — Sport Fishers — Cruisers — Trollers — Seiners. Send for latest Catalog Sheet. E. H. Thorsen, 18836 37th St. Seattle 88, Wash.

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 140 covering conversion equipment, propellers, reverse gears, fittings, and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

Packard 12, 700 hp, good running condition, spare parts and tools. Boon in use 162 hours, \$800. 12 K.W. 110 P.C. Generator, Hercules Motor, 1st class condition, \$390. Hiney, 2321 Northlake, Seattle 3, Wash.

COMPLETE BOAT CONSTRUCTION KIT, \$35.00

Assemble your own Hagerty Sea Shell. Use as a row boat, yacht dinghy, or sailing dinghy. Length 8', beam 4', depth 16", weight 65 lbs. Write for free booklet. HARRY SCROGGGS, Distributor of Hagerty Sea Shell Boats. Freight pre-paid. Immediate Delivery. 116 S Hawthorne Blvd., Hawthorne, Calif.

USED BOATS FOR SALE

MERCURY OUTBOARD MOTORS

Sales — Service — Parts

See "WHO" Motor, CA 2124

PACIFIC BOAT SALES & SERVICE

10 Allison St. (2 blocks south of University Bridge) Seattle

PACIFIC MOTOR BOAT'S BOOK SHELF

With the purchase of any of these books, you can subscribe to PMB for \$2.50 (regular yearly price \$3.00).

Motor Cruising	\$7.00	Cruising Guide to N. E. Coast	\$4.00
Learning to Cruise	2.50	Cruising North America	3.50
Learning to Sail	2.50	Elements of Yacht Design	4.00
Learning to Race	2.50	Fishing in Pacific Waters	1.00
Modern Boat Building	5.00	Guide Boat Handling	2.00
Small Boat Building	5.00	Hill on Boats	3.50
So You're Going to Buy a Boat	3.00	How to Sail	1.00
Offshore Navigation	2.00	How to Fish	1.00
Small Boat Navigation	2.00	Introduction to Seamanship	2.50
Small Boat on a Shoestring	2.00	Notre Dame from A Cruise	3.50
Safe Horn	5.00	New Under the Sea	3.00
Small Flows the River	3.00	On the Bottom	3.00
Coastwise Navigation	2.00	Sailing to the Sun	3.00
Yachts, Their Care and Handling	3.50	Small Boat Navigation	1.25
Small Boat Engines	3.00	The Coastwise Navigator	2.00
Power Engines	5.00	Boat Harvest	3.50
Yacht Planning and Design	3.75	Yacht News	3.00
Captain Paul	3.00	TID Fish To Do Part	3.00

Write or call PACIFIC MOTOR BOAT, 71 Columbia St., Seattle 4, Wash., MA. 1626

★ **BAUMAN BROS. & DICK MILLER, ASSOCIATES**, one of the Bay Area's largest yacht brokerage firms, has announced the appointment of **Gordon H. Hellwig**, well-known local yachtsman, as an associate. Mr. Hellwig is famous as the skipper of the racing Bear boat "Williwaw." In addition to their San Francisco office, Bauman Bros. & Dick Miller, Associates, maintain a marine supply store and yacht basin in Sausalito Yacht Harbor, the meeting place for the Marin County yachting fraternity. Mr. Hellwig will divide his time between San Francisco and Sausalito.

★ **ARNE VESOJA** of Yacht Sales, Seattle, announces the inauguration of an interesting new department which is specializing in the heating of yachts and workboats. As an adjunct to this service he has taken on the distribution of the Stewart-Warner Southwind gasoline boat heater, the Duo-Therm circulating oil heater and the new Presto-Therm, a kerosene burner for use in galley ranges.

★ **R. CLIFF SANGSTER**, 1779 West Georgia Street, Vancouver, B. C., has been appointed distributor of Nordberg gasoline engines in the marine field, although Nordberg diesels will continue to be sold in that territory through Northwest Distributors, managed by **A. P. Pilkey**, at a new location in North Vancouver.

★ **JOHN WARREN** of Marina Mart, Seattle, announces that the electronics division of his company recently completed the installation of a new Model MN-1B General Electric radar set on the 300-ft. motor vessel "Asa Lathrop," which has been placed in operation by the new Alaska Ship Lines, Inc., carrying frozen meats and perishable vegetables on the run between Tacoma and Valdez, Alaska.

★ **HUGH HALEY**, owner of the Balboa Yacht Basin, Newport Beach, sailed recently for a four-month tour of South America. After Rio de Janeiro is reached, travel will be by Pan American Airways, then to Mexico City. He was accompanied by Mrs. Haley.

McChesney Outboard Cruiser

McChesney Boat Works, Seattle, is now in production on a new model, a 16-foot outboard cruiser. The new line augments present production of the 20-foot craft, the Sedan and the Trailer Cruiser.

Designed for McChesney by Edwin Monk-Lorne Garden, naval architects, the outboard cruisers feature a planing hull and molded Fiberglas cabin top. Interior features two berths, galley and space for marine toilet. In the cockpit, controls are forward and seating is provided by two swiveled seats and stationary seats on the side. Adequate room is provided by a beam of 6 feet.

Power will be provided by outboard motors of from 10 to 33 hp. The cruiser is to be sold for under \$700.

Seattle Has Two Xmas Ships

The 104-foot *Valkyrie*, owned by Berg's Marine Service, Seattle, begins its role as the "Seattle Civic Christmas Ship" December 18. With a 30-foot Christmas tree, a chorus of 20 and six soloists, she will spread song throughout the harbor area. The program is sponsored by the city park department and the *Valkyrie* is being donated for the occasion by Berg's.

Chet Gibson's *Hilma III*, the original Christmas ship in Seattle, will again conduct her annual program along the same informal basis as before.

New Standard Oil Lubricants

Standard Oil Company of California launched a new series of diesel and heavy-duty gasoline engine lubricants on November 15, after two weeks of intensive indoctrination which brought 400 members of its marketing staffs together for meetings held at San Francisco, Los Angeles and Seattle.

Boats, Wharves, Moorings Added at Lake Millerton

Lake Millerton, the man-made lake behind Friant Dam, near Fresno, California, continues to grow in popularity with boating fans.

Two big regattas were held there in 1949, and 1300 boats have been issued permits by the office of Hugh Peyton, superintendent, National Park Service.

The Lake Millerton Company concessionaire at the lake, has put in two new docks for mooring larger runabouts and cruisers, and the company also operates a 40-foot excursion boat. The excursion boat, with a capacity of 40 people, is a rebuilt landing craft powered with a Chrysler engine.

The National Park Service has acquired a 24-foot plane personnel boat, also powered with a Chrysler engine for patrol use. This gives the NPS a fleet of three patrol boats and three line handling boats on the lake.

Since there is a 140-foot fluctuation in the height of the water in Lake Millerton all docks and boat moorings have to be moved easily.

The National Park Service, beside providing a number of new and attractive picnic sites, with barbecue pits and other facilities, has built an overnight campground some 14 miles from the dam. This area can only be reached by boat. It has toilet facilities, drinking water, tables, and fire pits and has proved most popular this season.

Small Nordberg Diesel Engine

The new Nordberg 4FS-1 diesel engine has been described in a recent company announcement. It is a single cylinder, 4½-inch bore by 5¼-inch stroke unit, rated at 15 hp at 1800 rpm and 10 hp at 1200 rpm. This extra heavy-duty, vertical-type diesel engine is designed for stationary and portable power generating applications, pumping units, and power units for belt or chain drive or direct connection.

Fifer Will Cruise South

Captain S. F. Ellis, M.B.E., British Columbia towboat skipper, has been appointed master of the luxurious yacht *Fifer*, now owned by Edward Lowe, wealthy American sportsman.

The new owner plans to take the 100-foot vessel on a cruise to Southern California early in 1950. *Fifer* is still registered with the Royal Vancouver Yacht Club.



This photo shows the finish of a mile and one half standing start race between a Piper Cub and the *Swampfire*. The *Swampfire* is a 17-foot Higgins stock runabout powered with a 160-hp Gray Marine Fireball engine, and is reputed to be the world's fastest 17-foot boat.

INDEX TO ADVERTISERS

Admiral Boat Co.	47	Hall-Young Co.	47	Owens Yacht Co.	27
Albina Engine & Machine Wks.	40	Hanson, H. C.	52	Pacific Marine Supply Co.	28
Arnolt Motor Div., Arnolt Corp.	40	Harbor Boat Bldg. Co.	47	Pacific Northwest Boat Show	32
Baier & Assoc., L. S.	52	Hart & Burns	6	Pan American Radio Corp.	48
Brandlmayr, John	52	Hiller, Paul W.	50	Paragon Gear Wks., Inc.	3
Bryant's Marina, Inc.	8	Howe, J. H.	52	Perkins Marine Lmp. & Hdwe. Co.	47
Burchcraft Boat Co., Inc.	47	Howell, Walter C.	52	Pitchometer Propeller Co.	38
Carlisle & Finch Co., The	43	Hunter Boat Corp.	2	Portable Light Co., Inc.	38
Champion Spark Plug Co.	1	International Paint Co.	9		
Chris-Craft Marine Engines	7	Intervox Corp.	48	Radiomarine Corp. of America	10
Colberg Boat Works	38	Jensen, B. F.	52	Rapp Co., John G.	34
Columbian Bronze Corp.	9	Kintz Boat Basin	43	Reinelt Boat Wks.	44
Coolidge Propeller Co.	44	Kuhls, H. B. Fred.	43	Royal Trust Co.	48
Dole, W. H.	52	McFarland & Co.	52	Seaborn, Ben	52
DuPont, DeNemours & Co., Inc., E. I.	Inside back cover	Matthews, Hardwoods, Inc.	47	Sen-Dure Products	48
Ehrlich-Harrison Co.	38	Maxim Silencer Co.	9	Smith, Chas. E.	48
Ets-Hokin & Galvan	38	Metal Marine Pilot, The	43	Smith, Robert A.	52
Fellows & Stewart	34	Michigan Wheel Co.	43	Standard Oil Co. of Calif.	Outside back cover
Freeman, Wood	43	Munk, Edwin	43	Stay-Tite Products	44
Fremont Electric Co.	6	Morris, Inc.	43	Stephens Brothers, Inc.	44
Garden, Wm.	52	N. C. Marine	44	Strickland, Frank E.	52
Geary, L. E.	52	Nordby Supply Co.	43	Sunde & d'Evers Co.	2
General Petroleum Corp.	52	Norgaard & Assoc., L. C.	52	Thomson Machine Wks.	49
Godfrey Propeller Adjusting Corp.	44	Oilar, Ken	48	Universal Motor Co.	3
Grandy Boat Co.	43	Olympic Propeller Co., Inc.	40	Weeks-Howe-Emerson Co.	40
		Oswald Machine Wks.	44	Western Boat Bldg. Co.	40

B. F. JENSEN

NAVAL ARCHITECT — MARINE ENGINEER

Phone ALder 1588

1218 Westlake Ave. North

Seattle 9 Washington

McFarland and Co.

NAVAL ARCHITECTS AND MARINE ENGINEERS

1206 West Seventh Street

LONG BEACH 13 CALIFORNIA

Phone: 7-1622

WALTER C. HOWELL

NAVAL ARCHITECT
ENGINEER

Clover Block, Suite M-4

Phone 208

Bellingham, Wash.

BEN SEABORN

NAVAL ARCHITECT

Pier 65, Foot of Lenora St.

Seattle 1, Wash. Tel. MAin 4032

EDWIN MONK

NAVAL ARCHITECTS

Edwin Monk Lorne Garden

Marina Mart, 1500 Westlake North

Seattle 9 GARfield 7907

L. C. Norgaard & Associates

NAVAL ARCHITECTS

Marine Surveyors—Yacht and Ship Brokers

Pier 5, Outer End San Francisco 11, Calif.
SUTter 1-7916

Frank E. Strickland

NAVAL ARCHITECT

Northlake Marine Works, Inc.

929 Northlake Ave.

Phone MElrose 0588

SEATTLE 3, WASH.

JOHN BRANDLMAYR

B.Sc., M.E.I.C., S.N.A.M.E., P. Eng. (Ont.)

NAVAL ARCHITECT

2673 TELFORD AVE. BURNABY, B. C.

L. E. GEARY

NAVAL ARCHITECT
CONSULTING ENGINEER

Mendocino and Water St., Long Beach, Calif.

Phone 612-81

W. H. DOLE

NAVAL ARCHITECT

5 J. J. Brenner Bldg. W. 4th and Simmons Sts.

OLYMPIA, WASHINGTON

P. O. Box 692 Tel. 6767

WILVERS & DE FEVER

Naval Architects — Marine Surveyors

Consultation Re-Conditioning Survey
Ship Design Inspection Appraisers

1225½ Leland St., San Pedro, Calif.

Terminal 2-1514

ROBERT A. SMITH

Naval Architect—Marine Engineer

POWER and SAILING YACHTS

COMMERCIAL VESSELS

1825 N.E. Fremont St., Portland 12, Ore.

MURdock 3177

H. C. HANSON

Naval Architect + Engineer

Phone ELiot 3549

102 Colman Ferry Terminal Seattle 4

WILLIAM GARDEN

NAVAL ARCHITECT

1117 E. NORTH LAKE AVE.
SEA 2-515

L. S. BAIER & ASSOCIATES

Marine Designers & Engineers

Patent Owners & Licensers

BAIER SYSTEM of Longitudinal Framing

507 Mead Building Portland 4, Ore.
ATwater 2445

Washington Diesel Has Good Year

Concluding an active year in which many important installations were made in fishing boats and general workboats along the Pacific Coast, the Washington Iron Works, Seattle, manufacturers of Washington diesels, are planning an active follow-up for their share of this business for 1950.

Washington Iron Works are manufacturers of 18 different types of heavy-duty engines ranging from their 3-cylinder, 90-hp. to their 8-cylinder, 850-hp, which they have perfected in over 28 years of successful diesel engine manufacturing.

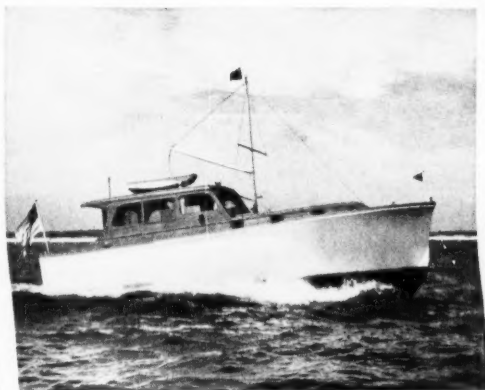
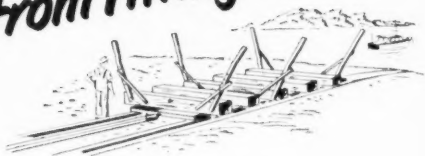
Among interesting installations made during recent months are the 550-hp, 8-cylinder in the new 106-foot tuna clipper *Yolande Bertin*, built by the Tacoma Boat Building Co. for Capt. O. E. Bertin of Santa Barbara, California, and the 8-cylinder, 440-hp for the new *Barbour-Hallett* tug built for service on the Columbia river.

Another installation is being made in the U.S. Fish & Wildlife service vessel *John F. Manning*, now under construction by the Puget Sound Boat Building Co. of Tacoma, Washington. This motor will be a 300-hp, 6-cylinder direct reversing model.

The 1950 Chris-Craft Fleet

Available upon request is the beautiful new Water Ways brochure in rotogravure, illustrating the new runabouts, sportsmen, express cruisers, cruisers and motor yachts in the 1950 Chris-Craft fleet. Inquiry should be addressed to Chris-Craft Corporation, Algonac, Michigan.

From Fitting-Out Time...



...till Haul-Out



"DULUX" Yacht White Stays White



DULUX Yacht White stays "fresh-painted" white . . . **DULUX** colors stay sparkling bright . . . from the day your boat slides down the ways till haul-out time.

A lot of research in the Du Pont laboratories is behind this kind of performance. Every Du Pont marine finish is precisely pre-tested to stand up under hot sun, salt water, oil and harbor gases . . . and then is exhaustively field tested by Du Pont chem-

ists. That's why the "smartest boat in the fleet" is invariably a **DULUX** job!

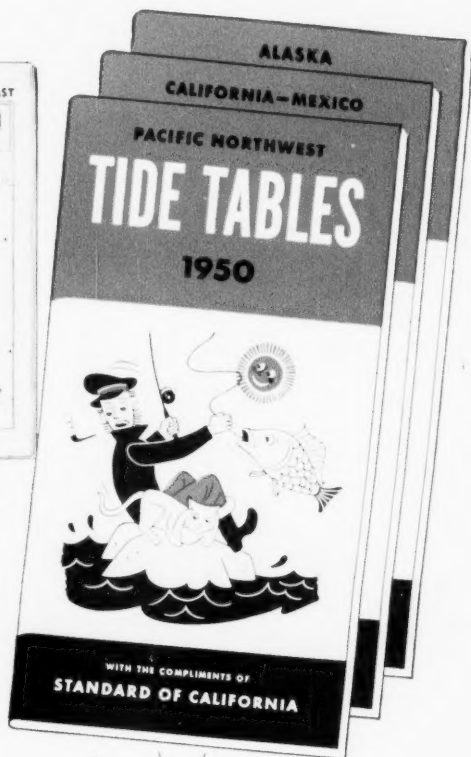
There's a seagoing **DULUX** finish for every surface of your boat from masthead to waterline. There are 12 smart colors to choose from—plus famous **DULUX** Yacht White. When your boat goes into the water, be sure she's **DULUX**-clad from stem to stern. E. I. du Pont de Nemours & Co. (Inc.), Finishes Div., Wilmington 98, Del.

Du Pont Invites You
to the "Dulux" Marine Exhibit
Pacific Northwest Boat Show
Seattle Field Artillery
Armory
February 18-26

DU PONT
REG. U. S. PAT. OFF.
DULUX
REG. U. S. PAT. OFF.
MARINE FINISHES
BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY



Straight Steers



They're FREE

Ask for your new
Tide Table Booklet at any
Standard Marine Station

Packed with helpful local information.

Facts on tidal variations. Distances between major Pacific Coast ports. When sun and moon rise and set at principal Pacific Coast points throughout the year. Distress and storm signals. They're all here to make your cruising easier, more pleasant.

Handy, pocket size!

Get your copy now! These Tide Table booklets are too helpful to be without. If you want one or more before you have an opportunity to call at a Standard Marine Station, write your request to Standard of California, Room 1421, 225 Bush Street, San Francisco 20, Calif.



**STANDARD
MARINE PRODUCTS**

STANDARD OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DELCO OILS

RPM MOTOR OIL RPM GREASES RPM OUTBOARD MOTOR OIL RPM OUTBOARD GEAR LUBRICANT